The Beaver

A MAGAZINE OF THE NORTH

Winter Freight

OUTFIT 265

NUMBER 3

Fur Traders on Fresh Water —G. A. Cuthbertson

Photographs of Moose Factory —Bassett

Archives of Hudson's Bay Company —R. H. G. Leveson Gower

The Emperor's Last Days —Clifford P. Wilson

An Illustrated Record of an Unique Voyage

Starboard Course Round North America —A. F. Wilson

PUBLISHED QUARTERLY BY

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670

Governor's Christmas Message

MY visit to Canada this year was largely devoted to the voyage on the *Nascopie*, so that, while I had the unique privilege of meeting our men at the Northern posts, I was unable to revisit my friends in other parts of the Dominion. The Christmas *Beaver* therefore affords me an opportunity of sending to each one of you my greetings.

My weeks in the North have made me feel more intimately connected with Canada and more appreciative of her life and her problems than ever before. So, too, I can now more fully appreciate the magnificent work which has been done by each one of you during the past year.

Though the direction of the Company's affairs compels me to spend so much of my time in England, my thoughts are constantly directed towards you and your endeavours. In spite of many difficulties and uncertainties, the past year has shown steady progress towards the reconstruction of our Company's fortunes. This cannot be spectacular work; but what has been achieved gives reason for our confidence in our future. And I realize with pride that, in spite of her age, our Company is still endowed with a splendid vitality.

Those who have gone before us in the Great Company have left us a tradition of service and loyalty which should be our daily inspiration. From what I see being accomplished today, I am conscious that by your enterprise, your patience and your good-will you are constantly adding to this tradition and to our great record, of which we are so justly proud.

A Merry Christmas and Good Luck to you all in the New Year.

Governor.

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HUDSON'S BAY HOUSE WINNIPEG, CANADA

THE BEAVER is published quarterly by the Governor and Company of Adventurers of England trading into Hudson's Bay, commonly known as the Hudson's Bay Company. It is circulated to employees and is also sent to friends of the Company upon request. It is edited at Hudson's Bay House, Winnipeg, under the direction of Douglas MacKay, at the office of the Canadian Committee. Yearly subscription, one dollar; single copies, twenty-five cents. THE BEAVER is entered at the second class postal rate. Its editorial interests include the whole field of travel, exploration and trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company in all its departments throughout Canada. THE BEAVER assumes no liability for unsolicited manuscripts or photographs. Contributions are however solicited, and the utmost care will be taken of all material received. Correspondence on points of historic interest is encouraged.

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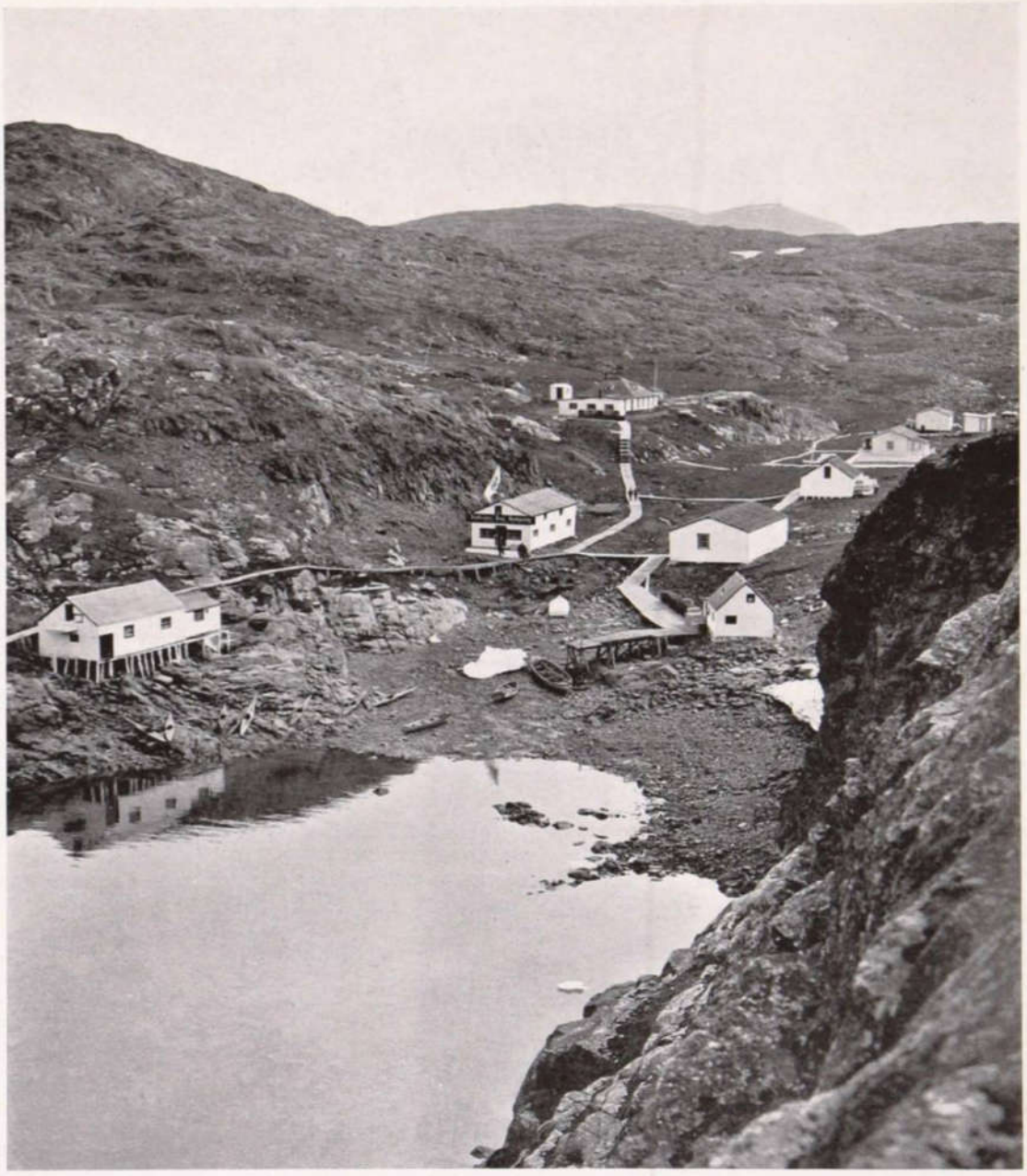


The Hudson's Bay Company and R.C.M.P. Posts at Port Burwell in Northern Labrador

THE HBC PACKET

It has been an interesting year in the Company and, as it tapers off into December weeks, certain facts are worth recalling. We are sixteen years after the War and five years after the stock market crack-up. The Company has survived literally dozens of wars and some very tough depressions. (There was one period of forty years without an H B C dividend, which must be an all-time record for financial bad news.) In this year of 1934, it has not shown any signs of creaking in the joints or getting bleary about the eyes. On the contrary, the Company is like a boxer concluding a conditioning period in preparation for a series of bouts. It has been a vigorous, active year. Retail activities are encouraging. The Governor came to Western Canada via Hudson Bay, and in Toronto he made a speech on retailing which was quoted and commented upon from Newfoundland to Vancouver Island. The *Nascopie* made a successful voyage on schedule. The schooner *Fort James* went around the continent. We delivered freight to Great Bear Lake and the Arctic. In all branches of the Company's service young men were taken on. Sales of Fort Garry Tea and Hudson's Bay "Point" blankets increased substantially. Beaver preserves and a new fox farm were established. These are large and small items taken at random from the 1934 picture, but they all serve to indicate that the tightened belt of the depression years has had some benefits as well as discomforts for the Company and for all of us.

The mills of photography grind slowly, particularly in the business of Northern pictures. Photographs taken in February and March are so sub-zero in character that they do not make good *Beaver* material for June and September numbers, and when December comes the pictures have been around the office so long that they begin to look a little stale. But it is part of the business of editing to keep fresh interest in oft read manuscripts and year old pictures, knowing that they will be still new to readers. The work of assembling good Northern pictures goes on. Professionals and amateurs

are contributing to the Company's collection, which is rapidly becoming the finest group of photographs of Northern life to be found anywhere. Leading periodicals in Canada, the United States, and abroad are coming to recognize the Company as the most dependable source of authentic pictures. The old fur trade, with its policy of strict reticence, would no doubt shudder at this willingness to have our story told in pictures, but the North is no longer a private preserve, and

while people continue to be interested in life in distant places, and while books and pictures of travel and adventure continue to provide entertainment and "escape" for thousands of city-bound people, there are good reasons and Company advantages in the publishing of honest and artistic photographs.

When the older fur trade posts were house cleaned for ancient records ten years ago, it was inevitable that some would be overlooked. Since then there has been turning up occasionally bundles of letters and journals which pass through this office *en route* to the Company archives in London. The latest find was made at York Factory, where a group of letters came to light, including several copies of communications from Sir George Simpson to the officer in charge of the Company's establishment on the Sandwich Islands. In a modern world in which the element of surprise has been so sadly reduced, the receiving of

letters remains a happy uncertainty. There is a flavour of mystery and a challenge in every unopened letter. The possibilities behind the sealed envelope are still real. Often the very hinges of our destinies lie in the unopened morning mail. For anyone with a feeling for other days, these old letters which moulded men's affairs and guided the Company through strenuous years must bring some faint reflections upon the uncertainties of life and work. We send them on their way across the Atlantic where they will take their indexed places in Hudson's Bay House, London, and turn back to the business of the Company in December, 1934.

The visit to Canada, during the autumn weeks, of Mr. I. R. P. Napier, who was elected to the board of the Company early in the year, was another link between London and the operations of the Company in the Dominions. During more than two months in Canada, mostly in the West, Mr. Napier established a more than casual friendship everywhere he travelled. His genuine interest in the Company's affairs and the experience which he brings into this new association are most welcome. It is to be hoped that both Mr. and Mrs. Napier will find it possible to visit Canada again at an early date.

Well done, *Fort James!* The stout motor schooner completed her voyage around North America in good order. It is with considerable satisfaction that *The Beaver* publishes in this number sections from an informal log of her 12,000 mile trip from St. John's, Newfoundland, to Tuktoyaktuk in the Western Arctic. A few days after several members of her crew, who had flown from the Coppermine to McMurray, went through Winnipeg on their way home, the *Nascopie* arrived at Halifax precisely on schedule after eighty-six days in Northern waters. It is only regrettable that space makes it impossible to record in these pages the countless other adventurous voyages by Company schooners and launches in Arctic and sub-Arctic waters this season.

The Arctic air route from England to Canada was successfully navigated in late August by Flying Officer John Grierson of the Royal Air Force. In our Mackenzie-Athabasca and Western Arctic districts post managers have become accustomed to unannounced arrivals of planes with the consequent general tightening up of communications. It is doubtful if Company men on that side of the map would be particularly surprised to see a prime minister, a governor-general or a member of the Royal Family clamber out of a plane any day. But in the Eastern Arctic there are still hazards which guard the privacy of missions, Company and police posts. Hence the more than passing interest in Mr. Grierson's notable flight. His concise, business-like account of the trip from West Greenland to Ottawa, as published in *The Times*, deserves quoting at some length.

"During my two days' stay at Godthaab (the settlement on West Greenland to which Mr. Grierson flew from Angmagssalik) the Danish governor entertained me hospitably in his yacht.

"I left Godthaab early on August 27, having had reports of fair visibility. Soon after leaving land clouds came down to five hundred feet in patches and I was on the point of returning when the clouds began to ascend. The weather tended to improve as I proceeded. Approximately three hundred miles from Godthaab I sighted a ship which

greeted me by sounding her siren. Soon afterwards icebergs appeared. I made landfall just south of Loksland, where it was quite clear, and flew over the end of Grinnell glacier.

"Here, to my dismay, I could see that Hudson Strait was completely covered with fog, though the sun was shining and the land absolutely clear. To my intense relief Lake Harbour was just out-

side the edge of the fog bank. I had difficulty, however, in locating the post, for when I saw several tents and a boat moored in the bay I landed only to find Eskimo women, who waved their arms in an opposite direction towards Lake Harbour. I soon found the houses of the post which I had mistaken in the distance for grounded icebergs.

"Landing about 4.50 in the afternoon, I was welcomed by Mr. McGibbon, manager of the Hudson's Bay post, and a detachment of mounted police, and secured my mail. When I started next morning the weather was very fine. There was no difficulty in finding the Hudson's Bay post of Povungnetuk, but the wind was blowing fairly hard, and on trying to alight on smooth water I came down on a shoal. In taxi-ing in there was a gentle impact on rock, without serious damage.

"The next day I started again, towing a canoe beside me with a man giving directions for steering to avoid shoals. The take-off was easy and the weather clear, but there were strong head-winds. An hour later I came to a dense cloudbank. I resolved to make for Fort George, which by good fortune was just on the edge of the cloudbank. There I landed, and after taking ten gallons of Canadian Air Force spirit took off for East Main. Sea mist was coming in, but I kept a compass course over the fog in the hope of a break. Finding a very small break in the mist just before I was due over East Main, I went down through it and was delighted to find the mist at least one hundred feet above the water. Almost immediately I saw an Eskimo settlement, beside which I landed. The Eskimo pointed out East Main in a southerly direction, and in five minutes I discovered the camp, with two machines of the Canadian Air Force moored beside.

"Next morning, August 30, I left early in perfect weather, steering a course for Ottawa. There was no difficulty in finding the city, whose smoke was discernible sixty miles away. On alighting on the Ottawa river near Rockcliffe aerodrome about 3.25, I was met by Wing Commander Godfrey, who welcomed me to his station. A good night's sleep finds me refreshed and looking back with satisfaction upon the accomplishment of my objective. The Canadian Air Force, to whom, as well as to the officers of the Hudson's Bay Company and others, I am deeply indebted for help, are overhauling my machine."

The number of visitors to the museums in the Company's stores at Winnipeg and Vancouver is increasing each year. At Winnipeg 25,000 persons signed the visitors' book during the twelve months just ended, and 17,000 signed in Vancouver; yet our custodians estimate that only one visitor in three writes his name in the book.

This interest in history produces many curious results; we are repeatedly asked to express our opinion on articles which somebody's grandfather is believed to have been given by such-and-such Indians, or to suggest what price a prospective purchaser should pay for certain curios. All sorts of strange things find their way to the office—pistols made out of large horn-handled pocket knives, cannon balls which have been discovered during excavation work, or villainous looking knives with rust marks on the blades which we are assured were caused by the blood of this or that famous man.

It is an unfortunate fact that much of historic interest was lost or destroyed before the first buildings of present western cities were built; however, we have ample proof that even today those who enquire will find historic articles in the least expected places. At our own posts there are still things which will interest collectors, but which they will never acquire, because we, who wish to

display the things to much better advantage in our museums, have been unable to persuade our fur traders to part with them.

So we advise anyone who appreciates old things, and who wanders off the highways, to enquire of our post managers, and particularly to visit the excellent little museums at Norway House and Moose Factory.

The December picture of snow and smoking chimneys possibly makes us envy those who could heed the Elysian advertisements of the steamship companies; they enjoy the tropical climate and cool sea breezes of the West Indies, while we, two thousand miles farther north, turn up our coat collars and hurry home. But let us send our thoughts that same distance north of our furnaces and snow shovels to a spot five hundred and fifty miles inside the Arctic Circle; there, on Devon Island, two Hudson's Bay Company men are preparing for Christmas at Canada's most northerly post. When the *Nascopie* dropped them there in early September to build the new post of Dundas Harbour, the winter ice was already forming on the sea, and sometime at the end of July next year that ice will leave the harbour and they will get excited because ship time is drawing near. As we talk of the Christmas only a week or two ahead and all good fur traders in civilization drink the time-honoured toast, "The Men of the North," at Dundas Harbour they will be discussing additions to the Christmas menu, additions which cannot become effective until they have twice seen the ice float away in the current of Lancaster Sound.

For the frosty character of this December *Beaver* no apologies are offered. This is a magazine of the North and we are a Northern people; it is snow that gives character to this country. It is extremely doubtful if we would be any happier if our year was a round of Junes, Julys and Augusts. From the white cover to the pictures of the Governor's trip, the Moose Factory pictures and the story of the tractor going through the Nelson river ice, and the final instalment of "Meat," there is a wintery flavour, but it is hoped that there is no loss of "reader interest" on that count. G. A. Cuthbertson, the author and illustrator of the article on Northwest Company ships, was educated at Royal Military College, Kingston, served in the Navy during the War and now deals in wool at Thurso, Quebec, but continues to paint marine pictures and write history. He is the author of "Freshwater," a history of shipping on the Great Lakes. Clifford Wilson concludes the series on Simpson at Lachine and is now gathering material on the Company's old post at Tadoussac on the Lower St. Lawrence. Mr. Leveson Gower's articles on the archives continue to attract much interest. Of Edward Green we know little except that he visits this office at uncertain intervals and, like an ancient mariner, holds us spellbound with yarns of epic adventures. We like his account of the "Cats." A. K. Black's account of the wigwam shaking is good reporting and we can only hope for more from him. The pictures of the Governor's trip and the winter pictures from Moose Factory are by H. R. Bassett, the tireless, cheerful, bridge-playing photographer from Associated Screen News. The pencil drawings which illustrate these packet notes are by W. J. Phillips, whose work in oil, water colors and ink are so well known throughout the Dominion. The striking illustrations for the "Meat" story are by P. J. Edgar, of Brigdens, Winnipeg. C. P. Detloff, whose suggestions on photography should bring more pictures to *The Beaver*, is staff photographer of the *Winnipeg Tribune*.

In a letter which Sir Wilfred Grenfell writes to the editor of *Observers Weekly*, of St. John's, Newfoundland, he makes the following graceful acknowledgment:

"We owe this year our sincere thanks to the Hudson's Bay Company, who have presented us

with a beautiful little house at Cartwright which will be shortly floated down the river on pontoons of barrels to replace the lost building for our industrial work at Cartwright.

"Their chief in Canada, Mr. Ralph Parsons, being a St. John's man, and Mr. Geoffrey Milling, being a fellow worker at one time, we are doubly glad. We are grateful that they and a few others in St. John's have seen the work."

A kayak race by the Port Burwell post Eskimos during the Governor's visit.

The Governor goes over the side onto the ice pans.

An Illustrated Record of an Unique Voyage

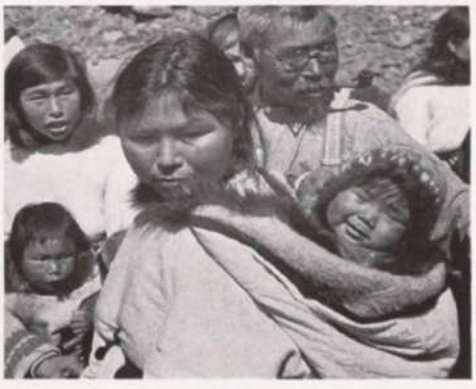
Mrs. Cooper with the Lake Harbour Eskimo children.

OF the great tragedies of human life, perhaps none is greater than the lack of appreciation of the value to those yet to come of commonplace things.

Possibly in no case has this fault been more apparent than in commercial life. Corporations which have survived the Industrial Revolution of last century are fortunate in that, from heavy leather-bound books of handmade paper, they can learn much of the method and life of their early days. Most of us find romance in the study of old commercial records, but seldom can one find the romance of exploration, warfare, and physical endurance cheek by jowl with matters of pounds, shillings and pence. Commerce has usually centred in settled communities, and, where it has pushed out towards the world's horizons, the march of time has so often brought with it destruction and obliteration.

That the Hudson's Bay Company should have pushed out to those horizons and yet have survived is in no small degree a matter of good fortune, for during two hundred and sixty-five years there have been occasions when Company life has been at a low ebb.

Those who search may find skeletons in our Company cupboards, but even our most bitter adversaries have been unable to ignore a determination for square dealing



Three generations of Eskimos at Port Burwell post.

Men, women and children all lend a hand in unloading the year's supplies from the "Nascopie" at Wolstenholme Post on Hudson Strait.

The Governor delivers the King's Message to the Port Burwell Eskimos.

and an *esprit de corps* which led men to sacrifice personal comfort, and even life, for the Company.

In these circumstances of good fortune and hardiness of spirit, we of today find cause for pride in our history, and we are conscious of the obligation placed upon us by our predecessors to add, even in these modern days, more pages to that history.

There is an ordered sequence in history as there is in nature, and so we find in our story, as success followed success, the gradual growth from one post in James Bay to a trade which covers the whole of British North America. From sailing ships of fifty tons we have advanced to modern steamers, and from accounts kept in fine scholarly handwriting we have come to the mechanical age of the bookkeeping machine.

In this ordered sequence it was to be expected that one day a Governor would sail on a Company ship over the waters which had borne those earlier vessels and visit the posts which were the first uncertain steps of the infant Company. This year of 1934 has seen that voyage, and has seen a Governor step ashore at Rupert's House where des Groseilliers, with his woodman's knowledge, elected to build that first establishment in 1668.

To Patrick Ashley Cooper, Esq., thirtieth Governor, has been awarded the honour of creating this page in the story, for in July and August of this year he sailed on the S.S. *Nascopie*—the supply ship of today—to inspect posts on Labrador, in Hudson Strait and in Hudson Bay:

The Governor is welcomed to Rupert's House, the Company's birthplace in Canada, by J. W. Anderson, the District Manager of James Bay.

The Company's supply ship "Nascopie," in which the Governor travelled, held up by heavy ice in James Bay, off Cape Henrietta Maria.

The ceremony when the Empire Society's wreath in memory of Henry Hudson was cast on the waters of Hudson Bay by the Governor

The Governor and Mrs. Cooper meeting the Eskimo people of Stupart's Bay on the south side of Hudson Strait.

at Rupert's House to visit the birthplace of the Company in Canada; and to enter Western Canada by the old fur trade trail from Churchill to Norway House and Winnipeg.

We are proud to be able to record in this magazine such an event in the Company's history, and realize our good fortune in being able to make the record pictorial. But also we are proud to record events in the story of the British Empire, for, during that visit to the sub-Arctic Mr. Cooper, at the request of the Royal Empire Society, deposited a wreath on the waters of Hudson Bay in memory of that great explorer, Henry Hudson, and at the request of His Majesty the King delivered a message of greeting to His Majesty's Eskimo subjects.

Unloading cargo at Stupart's Bay was rendered difficult by the gradual slope of the beach and the falling of the tide.

Shaking the Wigwam

A Vivid Description of Indian Occult Practices Which Proves That Black Magic Is Not Restricted to the Congo

By A. K. BLACK
Manager, Nipigon House Post

Treaty trading at the White Sands Indian Reserve in July 1929.

The wife of the author outside the Company's post at Nipigon House.

DURING the month of July 1929, while camped at White Sands to do trading during treaty payment, I had an opportunity to witness the shaking of the wigwam—that piece of Indian magic which has aroused so much controversy.

After a busy day trading and helping with the sports, we, the white people present, decided that we would try to induce the Medicine Man, August, to show his skill at shaking the wigwam. Fifteen dollars was collected and he condescended to perform the act.

Before dusk two Indian lads went to the bush to get the necessary willow poles, which were driven fast into the ground and fastened with two willow hoops, one in the centre and the other tapering the poles at the top. The poles were tested by nearly all present, and were found immovable. A can of shot was tied to the top of the poles, and the birch bark was then fastened on the outside to complete the construction.

Mr. Black, who tells the story of black magic.

As it darkened and the moon came up, the Indians squatted in a circle around the wigwam at a distance of four or six feet from it. A small opening was made in the wigwam for the Indian to crawl in, and closed immediately on his entrance. The wigwam commenced to shake as soon as the Indian disappeared, and the can of shot began to rattle. The Indians were awe-stricken while the Medicine Man commenced an eerie type of song. This lasted nearly half an hour and he then commenced to talk, telling them in their native tongue that he had got in touch with the spirits and expected them at any time, although they were having a little difficulty to reach him. All the time the wigwam continued to shake.

A small disturbance took place and a strange voice was heard. The Medicine Man's voice could be heard at the base of the wigwam, while the strange voice came from the top. The voices were decidedly different. After having conversed with the strange voice for some time, August told the silent watchers that he could answer any of their questions, but they had first to place a plug of chewing tobacco under the teepee. He was soon showered with questions, many of them being of the type, "How many fish will I gather in the morning?" and "What luck will I have in trapping this year?"

When the natives' questions became fewer, August said he would be glad to answer any questions asked by the white onlookers. At the suggestion of the others, I asked "May we hold the wigwam while it is shaking?" A rapid talk by August commenced in the wigwam and I could feel an unpleasantness among the Indians about me. Although I could not understand their language at the time, I sensed something was wrong, and I was told that August had said that if the white people interfered with the motion of the wigwam he would make such a big wind it would blow people and houses into [Continued on Page 39

"Trading into Hudson's Bay"

A Description of the Book Published By the Company as a Record of the Nascopie's Notable Voyage of 1934

ONLY on rare occasions has the Hudson's Bay Company ventured into publishing. So much has been written about the Company—as indicated in the book list given in this *Beaver*—and the Company has written so little about itself, that a volume under our own imprint is a significant event.

"Trading into Hudson's Bay: A Narrative of the Visit of Patrick Ashley Cooper, Thirtieth Governor of The Hudson's Bay Company, to Labrador, Hudson Strait and Hudson Bay, in the Year 1934. From the journal of R. H. H. Macaulay; photographs by Bassett, Associated Screen News; published by the Hudson's Bay Company, Winnipeg, 1934," is the latest volume to take a place on the modest shelf of Company publications.

The physical form of the book follows the now famous brochure issued by the Company in 1920 in commemoration of the two hundred and fiftieth anniversary of its incorporation. The 1934 book has the same white covers, gold crest, wide margins and clear type. It is issued in a limited edition only.

Its purpose, as indicated in the title, is to place on permanent record an account of the voyage of the thirtieth Governor to Hudson Bay.

Chapter I, "Down to the Sea," describes the scene at Montreal docks on the morning of July 7, 1934, when the journey began, and Chapter II, "Montreal-Cartwright," takes the ship from Montreal, down the St. Lawrence, through Belle Isle Straits and to Cartwright. The stay at Cartwright and the festivities in honour of Mr. Cooper's visit are covered by Chapter III, "Cartwright." After leaving Cartwright, the ship went north to the entrance to Hudson Strait, and there spent an adventurous week drifting in a fog. "Fog" is the title of Chapter IV.

"Port Burwell," Chapter V, is a description of the programme of speeches, gifts, sports and showing the Eskimos His Majesty's film, a programme which was substantially the same for each post in the Eskimo country. "Lake Harbour to Port Harrison," Chapter VI, covers the remainder of the posts where Eskimos were seen, and contains a certain amount of anecdotal matter.

Chapter VII is entitled "Ice and the Memory of a Great Explorer," and deals with the ceremony of depositing the Royal Empire Society's wreath to

the memory of Henry Hudson and describes difficulties of ice navigation. "Moose Factory," Chapter VIII, is the visit to that post, and the next Chapter, "The Birthplace of a Company," describes the very brief halt at Rupert's House, where the first post of the Company was erected in 1668.

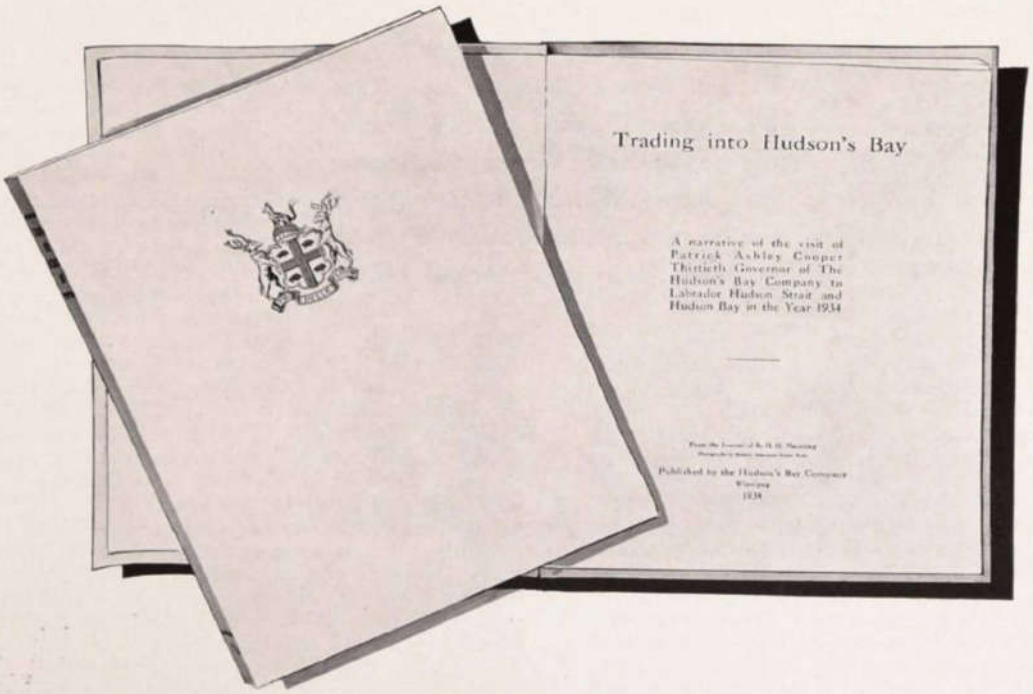
On the way north to Churchill from James Bay, the ship met particularly heavy ice and off Cape Henrietta Maria managed to advance only twenty-four miles in six days. "Ice and Cape Henrietta Maria" is therefore the title of Chapter X.

Chapters XI and XII are "Churchill" and "The End of the Journey."

One hundred and four photographs taken by Bassett, of Associated Screen News, Montreal, which are reproduced in the book, in themselves almost tell the whole story, for that cheerful photographer, whose work is so well known to people in Eastern Canada, and which readers of *The Beaver* also are beginning to recognize, displayed his usual great capability for pictorial record.

An appendix to the book contains certain speeches made by the Governor, lists of posts established in the northeast, of passengers on the ship and the ship's company. A map showing the route followed by the ship, and posts called at by the Governor between Churchill and Winnipeg, will help those who are not familiar with northern geography to follow the story.

The production of this book must come close to establishing a record. The first word of the 44,000 word story was written during the first week of September, and copy was sent to the printer just as fast as it came off the typewriter. The story was written, illustrations selected, and engravings made before the end of the first week of October, and the whole issue was printed, bound, and ready for distribution during the last week of October.


Trading into Hudson's Bay
A narrative of the visit of Patrick Ashley Cooper Thirtieth Governor of The Hudson's Bay Company to Labrador Hudson Strait and Hudson Bay in the Year 1934
Published by the Hudson's Bay Company
1934

A Starboard Course

The Hudson's Bay Company schooner Fort James entering St. John's harbour

Round North America

Extracts from an Informal Log Kept by Wireless Operator A. F. Wilson of the Voyage of the Company Schooner Fort James, Which Circumnavigated the North American Continent, with an Introductory Historical Note.

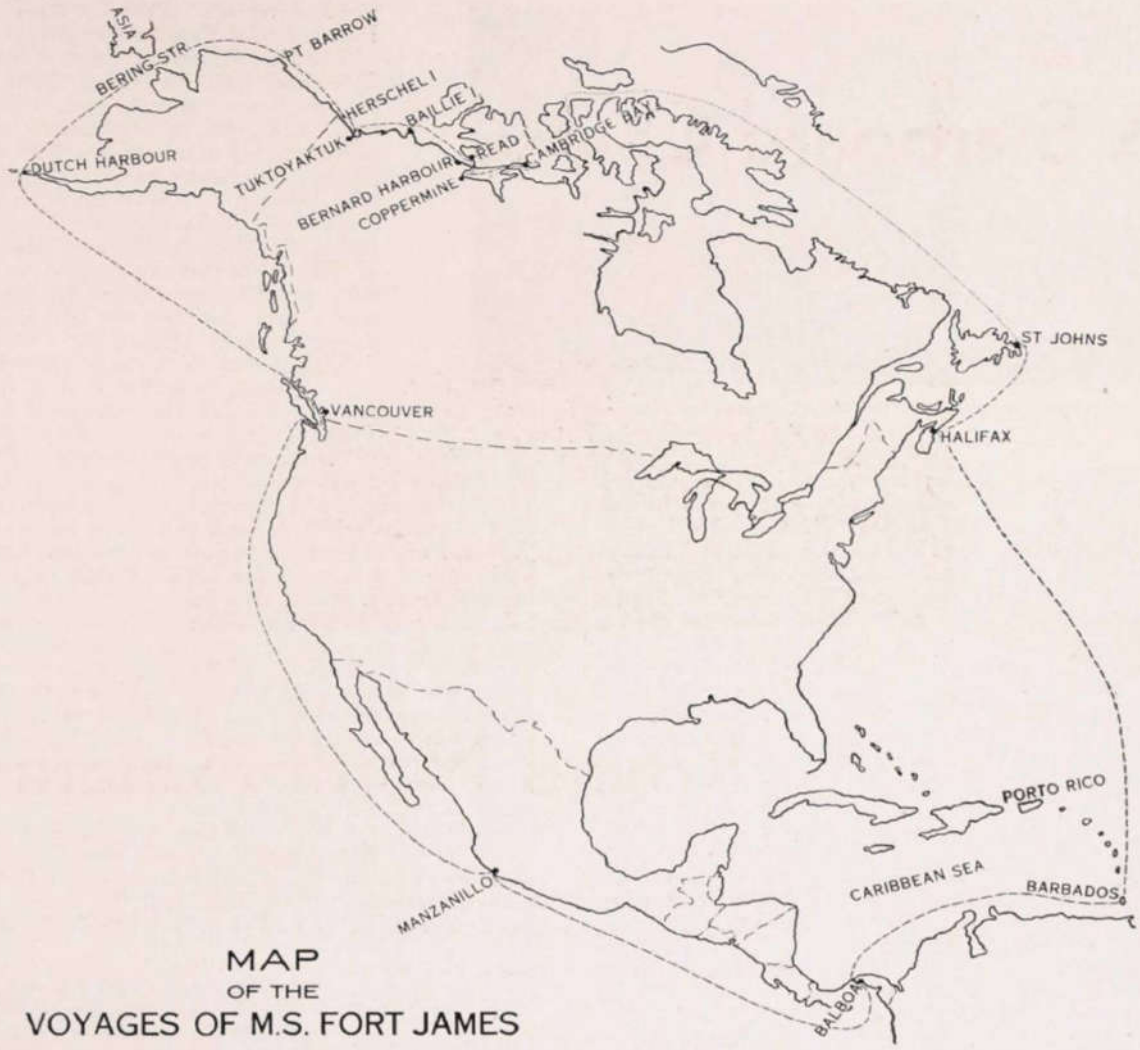
FROM the dawn of the fifteenth century merchants of Europe had been stirred by the stories of the fabulous wealth of India and Cathay, and as belief grew that the world was round, they began to dream of ships sailing from out of the western ocean bearing the jewels and spices of the Orient; no more would caravans be pillaged by robbers of Asia and Europe, and, surely, if the world indeed was round, Cathay could not be far beyond the western horizon.

So Columbus, Cabot, Cortereal and Cartier all sailed and returned, their way barred by what appeared to be a vast continent. But somewhere there must be an opening which would lead into the great South Sea, and so began the search for the Northwest Passage. Ship after ship sailed bearing men whose names are perpetuated in Canada's north country: Frobisher, Davis, Hudson, Baffin, Fox and James; yet all returned unable to find a way through the ice and barren rocks, but each added coastline to the Arctic map.

When in 1670 the Hudson's Bay Company was incorporated, dreams of that royal road to riches must have become faint, but in spite of this the charter of the Adventurers of England "encouraged" them "to proceed further" in their endeavours "for the Discovery of a New Passage to the South Sea." Now, two hundred and sixty-five years later, only one ship has navigated that passage, and two ships belonging to Hudson's Bay Company have journeyed along it, one from the east and the west, to meet half way.

Gradually merchants lost interest in the passage as they found that the New World had riches of its own to offer, and for several decades no further attempts were made. That a passage existed, few doubted; but it was known that no way could be found except through waters sealed by ice for eleven months out of the year.

Suddenly interest was again aroused and Parry, Franklin and Ross pass across the stage in the early years of the nineteenth century, to return beaten. Then Franklin appears again and does not return. Ross once more, and McClure, Kellett and McClintock. Of Franklin they find only a few traces; of a Northwest Passage they find unmistakable signs. For a few years the tragedy of Franklin kills all interest, and then at the close of the century Sverdrup, going in through Jones Sound, turns back from a waste of ice.



MAP
OF THE
VOYAGES OF M.S. FORT JAMES

1928-9 VOYAGE
1934 VOYAGE

Nineteen hundred and three and Amundsen sails in a small ship, the *Gjoa*, up the west coast of America, through Bering Strait, and in 1906 he emerges from Lancaster Sound, having found the Northwest Passage by way of Dolphin and Union Strait, Coronation Gulf, Dease Strait, Simpson Strait and Franklin Strait.

In all those years from 1670 the Hudson's Bay Company had not forgotten the terms of its charter. The commercial value of the passage they knew to be nil, but, in spite of that, Dease and Simpson were sent out in 1838 from the Mackenzie river to map the northern coast of the continent and find the passage. As Shepherd Bay, at the foot of Boothia Peninsula, opened up before Simpson he turned back, confident that he had found the opening of the channel which led into the Gulf of Boothia.

In 1928 orders were issued from London that the Hudson's Bay Company motor schooner *Fort James* should sail from St. John's, Newfoundland, to make the Northwest Passage, and travelling along those straits which had brought Amundsen to the Atlantic, the *Fort James* reached Gjoa Haven on King William Island near the Magnetic Pole, and there was frozen in for two winters. From the Western Arctic the Hudson's Bay Company schooner *Fort Macpherson* was travelling east delivering supplies, and one day she anchored in Gjoa Haven close to the *Fort James*. So, in effect, for the second time in history, the Northwest Passage had been made.

Weather conditions remained unchanged, however we butted our way along

The *Fort James* then returned to her normal work of delivering fur trade supplies to posts in the Eastern Arctic, and in the Western Arctic *Fort Macpherson* was wrecked on the coast of Victoria Island. In 1931 the Company ship *Baychimo*, carrying supplies round from Vancouver, had to be abandoned in the ice of Point Barrow. In 1933 a chartered vessel, the *Anyox*, was damaged and barely escaped the ice, so it was decided that other and safer arrangements must be made to send supplies in to the Company's posts in the Western Arctic. In the Mackenzie river lay the solution; and so in 1934 a considerable tonnage was unloaded at the new port of Tuktoyaktuk at the mouth of the Mackenzie, and in the books of the Fur Trade Department *Fort James* was transferred from Eastern to Western Arctic. By the Northwest Passage? No, it took Amundsen three years; *Fort James* must be there to handle this year's supplies from Tuktoyaktuk, and at the end of April she set out on a twelve thousand mile voyage to her new headquarters, a voyage which took her through Panama Canal, and which would give her the distinction of being the only ship ever entirely to circumnavigate the North American continent.

Now the voyage is ended and, in the course of her new job, *Fort James* reached Cambridge Bay only some two hundred miles west of her wintering place of 1928-30. "Transferred from Eastern to Western Arctic"—a page in the history of the sea—and it is with great pleasure that we now publish the first instalment of an unofficial log of the journey kept by A. F. Wilson, wireless operator on the *Fort James*.

This is the log as written by Mr. Wilson in the heat of the Caribbean Sea, the tropic rain storms of Panama, bucking head winds in the Pacific and in the ice-fields of the Arctic Ocean.

THE LOG

St. John's to Halifax, N.S.—On April 24th, 1934, at ten o'clock in the morning, all preparations for her contemplated voyage being complete, the Hudson's Bay Company's auxiliary schooner *Fort James* lay moored at St. John's, Newfoundland, at Bowring's pier on the south side, awaiting final instructions before proceeding on her long voyage to the Western Arctic via Panama and Vancouver, B.C.

The *Fort James*, a vessel of ninety-five tons, 100 feet long, 23 feet 8 inches beam, and 8 feet 9 inches deep, equipped, in addition to a complete suit of sails, with a 120 horse power Fairbanks-Morse Diesel engine, carried a crew of nine: Captain A. Snelgrove, master; R. J. Summers, mate; R. Cranshaw, chief engineer; L. White, second engineer; A. F. Wilson, wireless operator; J. Ingram, cook; and Seamen I. Merser, W. Starkes and H. Brown.

Shortly before leaving, the following message was handed Captain Snelgrove from the Company's Fur Trade Commissioner:

"On the eve of your departure from St. John's on a voyage that, coupled with the 1928-29 voyage, will complete the circumnavigation of the North American continent by the *Fort James*, I wish to extend to you, and to your officers and crew, my best wishes for a pleasant and successful voyage. Ralph Parsons."

Exactly at 10.25 a.m., the order was given to cast off, and the M.S. *Fort James*, to the accompaniment of cheers from the spectators and the hooting of sirens from the many ships gathered in the harbour, nosed her way down the stream and headed out through the narrows. The day was an ideal one for the occasion; a very light southeast breeze, in conjunction with glorious sunshine, did much to buoy up our spirits.

We made splendid progress until about 10.30 a.m., on the following day, when that bane of a seaman's life, thick fog, surrounded us and somewhat dampened our enthusiasm. We were, however, expecting fog and readily adapted ourselves to the changing weather conditions. The fog hung around us until about midday on the 26th, when it was quickly dispersed by a strong wind, which unfortunately was westerly and hence retarded our speed considerably. This wind continued unchanged until the following morning, when it shifted to a more favourable quarter. Captain Snelgrove, quick to take advantage of every opportunity, immedi-

Wireless Operator Wilson and Engineer Cranshaw

ately ordered the crew to hoist the jib, jumbo, foresail and trisail, which they did with speed and efficiency that proved them to be experienced seamen.

The sails helped us to increase our speed appreciably and we arrived at Halifax, Nova Scotia, at 10 a.m. on April 28th, thus completing the first leg of our journey, having covered the distance of five hundred and forty-three miles in four days at an average speed of about five and two-thirds miles per hour.

It was discovered, when about two days out from St. John's, that the vessel had developed a slow leak which Captain Snelgrove considered sufficiently serious to have investigated with a view to having repairs effected. The marine slip at Dartmouth being unavailable at the moment, we were compelled to wait until ten o'clock on the morning of April 30th, when the repair work commenced and occupied two whole days.

At 8.55 a.m. on May 2nd, we moved away from the marine slip and crossed once again to the Halifax side.

Halifax to Barbados—At 1.45 p.m. we hauled away from the Furness pier and resumed our voyage against strong head winds at the very outset, which continued without variation until 7.30 a.m. next day, when the weather became quite calm and we ran into a thick fog-bank. Good progress was made, however (about six knots per hour), until midnight, when we again met strong head winds, resulting in a considerable reduction of speed; indeed, we barely held steerage way.

The *Fort James* was now contending with very inclement weather and behaved exceptionally well, though she manifested a tendency to push her bows under water whenever an opportunity presented itself. Weather conditions remaining unchanged however, we butted our way along until noon on May 6th, when the wind moderated and the temperature rose considerably. We were at this time making our way across the Gulf stream and beginning to feel the heat.

It became almost a gale and we had a hard time

We entered the first chamber of Gatun locks with S.S. Gregalia, of Glasgow

Numerous flying fish were now in evidence all round the vessel. These fish varied in size from three inches to about ten inches in length, and would shoot up out of the water as if pursued by some foe, skim along the surface for about fifty yards before submerging again in a cloud of spray.

The absence of nutmegs from our ship's stores proved a real grievance to Joe, our cook, who could not believe that they had not been omitted deliberately. Joe claimed that he could not do justice to his cooking unless he found some, a claim which no one disputed, all hoping that by some miracle he would discover the nutmegs, or a substitute, to assist him out of his culinary difficulties.

After meals, Larry White, the second engineer, cheered us with songs, the mate, Mr. Summers, occasionally chiming in. Mr. Cranshaw, chief, would address us in Spanish, and promised us plenty of music when he procured a banjo or any other stringed instrument.

Weather conditions remaining unchanged, we made fair progress and fell in with the famous Northeast Trades at eight o'clock on May 10th, when we hoisted the jib, jumbo, foresail and trisail and skimmed along at a good pace until 2.45 p.m. on Sunday, May 13th (note the date), when about four hundred and fifty miles northeast of Porto Rico, in latitude 23.32 north, longitude 62.11 west, our tail shaft broke.

Captain Snelgrove decided to run south by east and substituted the mainsail for the trisail, assuming that we would be ordered to Barbados for repairs. He sent a wireless message via St. Kitts radio to the owners at Winnipeg apprising them of our predicament and asking for instructions. Later we received a reply from Winnipeg telling us to make for Barbados. The wind being very light, we made poor progress—averaging three and a half knots per hour—our propeller acting as a drag. At 6.30 a.m., on May 20th, we ran into a moderate free wind which considerably augmented our speed, our noon position being sixty miles north of Barbados, and we sighted land at five o'clock in the evening. On the 21st May, at 8.30 a.m., we arrived outside the harbour of Bridgetown, where a coloured pilot came aboard and guided us to a safe anchorage.

Monday being a holiday in Barbados, there was no business being conducted on shore and we had a look round

The *Fort James* dropped anchor at 9.30 a.m., after a run of eighteen and one-third days, in which we covered a distance of 2,146 miles at an average speed of four and seven-tenths miles per hour.

The port doctor came on board at 10.30 a.m. and, after a cursory examination of all hands, authorized us to take down our quarantine flag, thus giving us a clean bill of health. Our agents now arrived and, after a brief consultation with the captain, returned ashore, accompanied by the latter.

Monday, May 21st, being a holiday in Barbados, there was no business being conducted on shore and we had a look round therefore. It proved extremely difficult to get in touch with the proper officials to make the necessary arrangements for docking and repairs. We did learn from the agents, however, that the dry-dock would not be available for at least a fortnight, and, after asking the agents to advise our owners accordingly, the captain returned on board, as nothing more could be accomplished until the following day. The next morning at 8.30 o'clock the surveyors paid us a visit and, after an examination of the broken shaft, decided that temporary repairs could be effected by a local engineering firm without the necessity of placing the vessel on dock. Lloyd's surveyor came on board again in the afternoon, accompanied by a large coloured gentleman who answered to the name of Nathan and proved to be the town's diver. He gave us ample proof of his aquatic ability during the evening, when he went under the vessel to examine the hull and propeller.

Evidently there is no regular diving equipment in Barbados, as Nathan wore an ordinary bathing suit while conducting his business, and so could not stay below for any length of time. He made a good many short visits beneath the vessel, and seemingly found it as difficult to understand his employers' instructions as they found it to understand his remarks on emerging from beneath the vessel. Nevertheless, after many attempts and sundry remarks about "de nuts on de compellah," the surveyor appeared more or less satisfied and, after making some notes, departed for the shore.

The government tug-boat came alongside at 1.45 p.m. on May 23rd and towed us in to the dock wharf, where we tied up pending advice from the agents.

The thermometer registered 98 degrees in the shade at this time, and as a protection from the sun, we erected an awning made from a piece of old sail thrown across the main boom and spread out to each side of the deck. This proved a great blessing, enabling us to eat and sleep with a degree of comfort.

May 24th being another holiday, there was little doing, so we had to accept the inevitable, hoping that when work did commence there would be no cessation until the job was completed.

We were immeasurably pleased on May 26th to learn that an agreement had been reached with a local firm of engineers to commence work on the shaft of the *Fort James*. Finding it impossible to place a new shaft without docking, these engineers, with the concurrence of Lloyd's surveyors, decided to repair the original one, completing the job at seven o'clock in the morning of the following day.

The repair work being satisfactory, we received a certificate of seaworthiness and other necessary papers, and immediately set about preparations for leaving Barbados.

Barbados to Panama—At 12.45 p.m. on May 27th, we departed from Bridgetown, Barbados, with the engine running perfectly and a favourable wind. Excellent progress was made until six o'clock on the morning of May 30th, when we ran into a heavy swell which somewhat retarded our speed. We were at this time in the Caribbean Sea and looking forward to a good run to the canal.

Sometime during the night about three dozen good sized flying fish very obligingly paid us a visit and were promptly captured. They made a very

welcome change in our breakfast menu, and, notwithstanding the absence of nutmegs, our chef managed to serve them in an appetizing manner.

The Panama Canal—The early morning of June 3rd brought us in sight of land on the port side, and at 4.55 p.m. we dropped anchor in the harbour of Cristobal, Canal Zone, after a voyage of thirteen hundred miles which occupied a little over seven days. Port officials wasted no time here; they came aboard before the anchor had settled in the mud and performed their several duties in a most efficient manner. Soon after the quarantine flag was lowered our agents came on board and went into conference with Captain Snelgrove regarding our passage through the canal and other matters pertaining to our voyage.

We lay at anchor in the harbour of Cristobal until six o'clock next morning, when the pilot arrived and we started for the canal in a real tropical rainstorm, and entered the first chamber of Gatun locks with the S.S. *Gregalia*, of Glasgow, at 7.45 a.m.

Large vessels are towed through the locks by electric mules which run on both sides; but the *Fort James* went through under her own power. It was extremely interesting to observe the lock labourers, most of whom had their trousers pulled up above their knees and held large umbrellas over their heads as a protection against the rain, which by this time was coming down in sheets, marching along the banks parallel with the vessel in the performance of their duties.

Everything went smoothy, and at 8.45 a.m. we emerged from the third chamber of Gatun locks into Gatun Lake and proceeded on our way toward the next, or Pedro Miguel, lock. The scenery along this lake was beautiful; tropical trees and flowers of all descriptions grew right alongside the banks. Large butterflies of many colours and numerous birds were flitting to and fro across the lake.

At regular intervals along the route there were soldiers camped, as a reminder that Uncle Sam would not tolerate any violation of the law.

Arriving at Pedro Miguel lock at 12.27 p.m., we got through without any undue delay and entered the last, or Miraflores, lock at 1.50 p.m. Emerging one hour afterwards, we tied up to the oil company's pier at Balboa about 3.30 p.m., where our agents came on board and immediate arrangements were made to replenish our fuel tanks.

The rain having ceased by this time, we were able to discard our oilskins. Storks and pelicans were very much in evidence around the waterfront and appeared quite tame; their antics were very amusing.

Balboa to Manzanillo—On June 5th at 5.42 a.m. we left Balboa and headed for our next port, Manzanillo, Mexico. The weather was favourable until about noon, when the wind veered, coming right ahead, and continued from this point until June 10th, when it dropped altogether, the sea becoming calm except for a heavy swell. For a few days we observed a lot of wreckage drifting by with the tides; trees and large logs were numerous and the sea water had also become a muddy colour. All these signs made us think there had been a severe storm somewhere along the coast ahead of us.

At six o'clock on the morning of June 12th we ran into a very heavy storm of wind and lashing rain, which continued with unabated fury for three days and, even when it did moderate a bit, it remained sufficiently strong to keep our speed down to about two and a half knots.

We sighted very high land on the starboard side at dawn on June 19th, which proved to be part of the Mexican coast line, and at eight o'clock next morning we dropped anchor in the harbour of Manzanillo, after a run of 1,752 miles which occupied a little over fifteen days.

We were greeted here by the chattering of rifle fire, and some of us thought that there might be a revolution in progress, but we discovered later that it was only the local militia doing their daily target practice. The waters of this harbour were literally seething with fish of many kinds, and the natives secured all they wanted with little effort.

The usual port formalities were observed and, after we were out of quarantine, we pulled in and tied up to the oil company's pier and refilled our fuel tanks, moving off to the middle of the harbour again about five o'clock.

The engineers now started to give the engine a thorough overhauling, which occupied them until about 3 p.m. on June 22nd.

All this time we had a customs officer on board to make sure we complied with the Mexican laws. These officials were very courteous in spite of the fact that they carried heavy revolvers on their hips. The town of Manzanillo is built on and around a group of hills, with very high mountains in the background, some of the latter rising over nine thousand feet above sea level. The population numbers about eight thousand and there is no unemployment. Ample protection is afforded by five hundred soldiers, fifty policemen and two small warships. Agriculture and mining seem to be the chief industries.

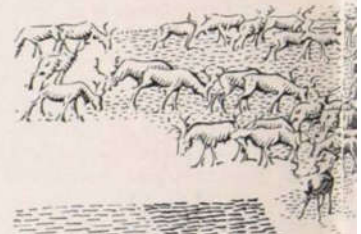
The nights were made hideous by braying donkeys, crowing cocks and barking dogs—a chorus that kept up incessantly.

Manzanillo to Vancouver, B.C.—We left Manzanillo on the afternoon of June 22nd, the customs officials very courteously, though suspiciously, watching us out of sight. The weather being fine, we made excellent progress for a couple of days until June 24th, when we ran into a moderate head wind. It was very disheartening to be passed now and again by some tramp steamer as though we were at a standstill, and worse when we were passed by one of those world-famed ocean liners. One large liner came perilously close to us about dusk on June 25th and, passing within a ship's length, cut across our bows to continue on her course with undiminished speed, creating a wash like a tidal wave.

Six o'clock in the morning on June 25th the wind freshened considerably and, of course, was still dead ahead. It became almost a gale and we had a hard time to make any progress at all; we just butted along hoping for a change. Our hopes were realized in the early morning three days later, when we managed to increase our speed about one knot, the wind having abated slightly but still blowing from the same point. [*Continued on Page 54*

Meat

By
A. R. EVANS



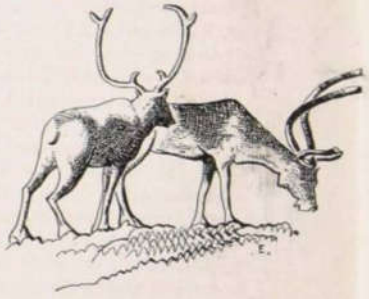
(This is the concluding instalment of Mr. Evans's story written on the trek of the Canadian Government reindeer herd from Alaska to the lands near the mouth of the Mackenzie river.—Ed.)

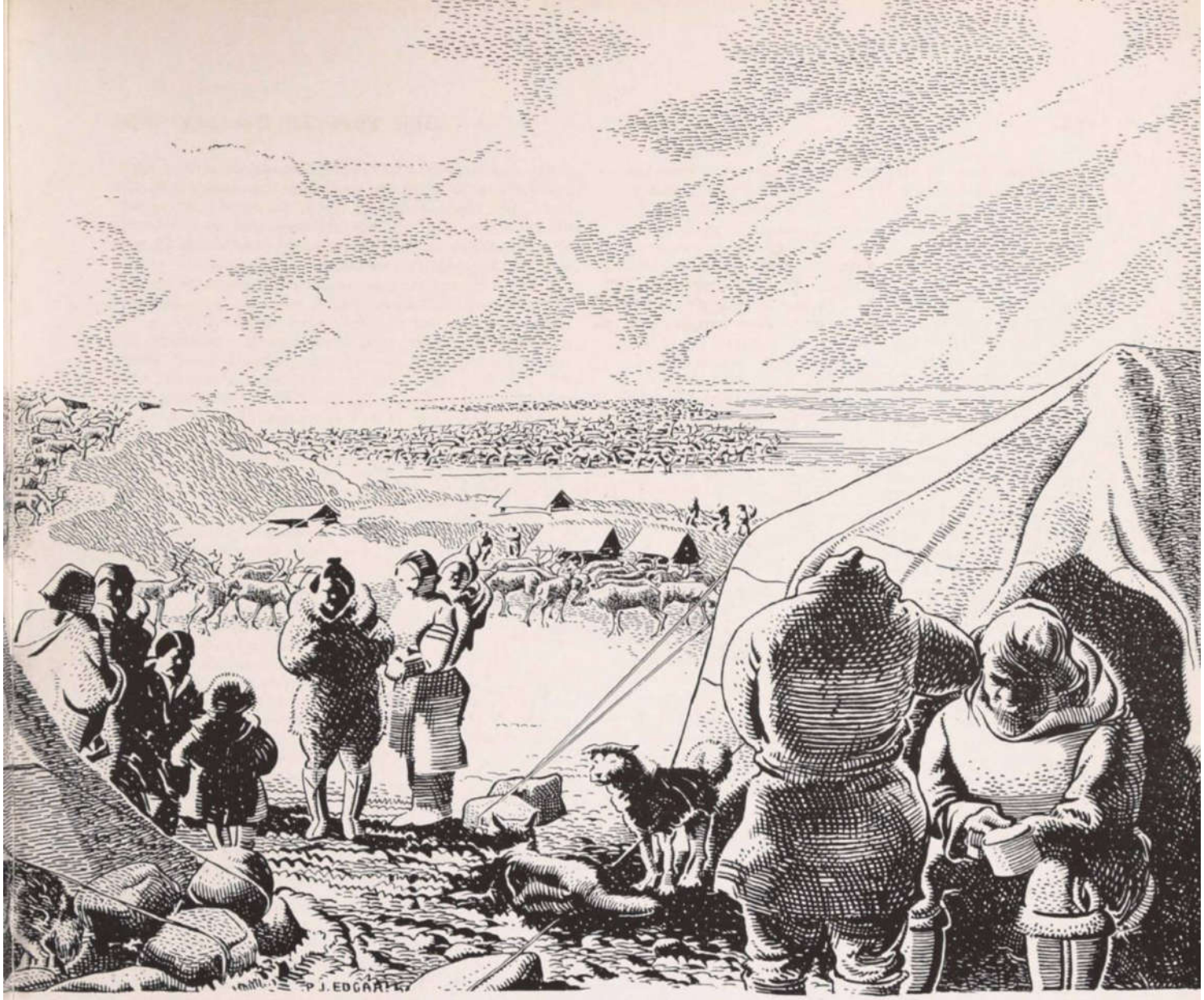
THE short summer, the last short summer of the long trek, had passed. Stream and muskeg had stiffened with an ever thicker crust of frost while the blue overhead turned to cold slate as the sun waned to the south. The ravens had left their roosts on the sea rocks and the swallows had gone home.

This time the onrush of winter did not bring with it a depression of spirit and the vague apprehensions of unknown terrors. This time the congealing frost was welcome: it was the liberator, for it would release the guardians of the deer from their interminable watch.

And now the time had come. A few days and a few nights and herd and herders would reach the shore of the Great River. In the summer Jon had made his precarious way to the river to spy ahead, to plan in advance the last marches of the deer. He had been overwhelmed by the mighty river pouring its vast bulk into the sea. As far distant as he could gaze an uncountable number of rivers divided, united and divided again into a tremendous haze of rivers. All sought the sea with resistless urge; the Great Bear, and the Great Slave and the Athabaska emptied their immensities into Mother Ocean. The time to become one with the great parent, the brief summertime, was short. For thousands of miles streams great and small poured their lives into the Great River. Sullen or joyous, slow or tumultuous, the yearly offerings came down from a land so vast that no man could know it.

As Jon gazed to the distant skyline, he despaired of crossing rivers of which there appeared to be no ending for number. They rolled to the sea with such majestic might, with such unconquerable sweep, it seemed a jest that human atoms could reach the farther shore. And yet Jon knew that even the Great River itself was not unconquerable. Out of the North an impalpable spirit, without form or substance, could steal over many rivers, paralizing their swift movements, making dumb their summer voices. When that time came even the most turbulent river could only murmur deep within itself, helpless and subdued. So Jon had turned from the Great River, remembering that when the time came it, too, must allow itself to be trodden over by in-





Slowly the great unbelievable news spread. The long trek had ended! The precious herd had reached home!

significant man. Jon made his way again to the summer camp. He was thoughtful, filled with awe of the mighty river whose like he had not gazed upon in all his wanderings.

Swiftly the summer passed. The many voices of streams murmured and died; the earth was wrapped in an odd silence, its face dimmed in grey twilight. It was the time of marching; men and animals moved wraithlike over the vast flat lands approaching the river. There were no hills, no hidden boulders, no landmarks, by which to show their progress. They marched endlessly, lost in the mist of dark cloud racks, fading into the swirls of a new winter.

Then they came to the shore of the Great River. The River! For months, for years, it had been their dream to reach its vast expanse. Now it lay before them, an endless, indistinguishable mass of channels and islands. Covered with the universal snow blanket, the river was hardly to be distinguished from the land. But beneath the snow of its many mouths there was no moss; only on the long strips of lowland between could the deer feed.

Jon commanded a halt, and for many days camp was made beside the river. Somewhere beneath its wide expanses of ice the swift current could wear this covering to dangerous thinness. There was deep wisdom in the many winters of Jon's experience. No longer did he plunge forward with the driving impulse for speed. Many nights of bitter cold would make the icy crossing thick and safe for the reindeer.

When the ice began to split and heave in the torment of expansion, then Jon knew its thickness was very great. In the tents and igloos on shore the restless sleepers turned and cringed to escape the

invading cold. Invisible fingers searched out the seams of sleeping bags and pierced the thickest hides. They were startled into wakefulness by the tortured river. Loud reports, sudden explosions, long riving groans, hollow and terrible, came up from the river writhing in the grasp of its ancient enemy. At intervals came sudden rendings of the night silence as long fissures shot open along the shore and swiftly ran far out across the bulging ice.

It was terrifying, but it was what they had waited for. It was a sign the ice was very thick. In the sharp white moonlight they might travel by night. In the depth of winter sometimes the nights were lighter than the days. When the Northern Lights ruffled across the stars they could still march on. They were black pigmies marching through their act on a white stage. Behind them the vast curtain of colours waved and fluttered and faded away. It mattered not when they travelled. They had only to cross the Great River and the reindeer would be home. Then the deer could rest; the men could rest; the dogs could rest—all through what remained of the long winter men and beasts could rest. Sometimes they felt there could never be enough rest; perhaps what was left of their lives would not be long enough in which to rest.

They went down at last and began moving across the first mouth of the Great River. Jon remembered how he had gazed, almost with panic, at the summer river. There came to him now an eerie feeling of unreality; here he was, walking above the tremendous sweep of the rolling river. It seemed impossible. But men and sleds and deer were trailing across the vast flat spaces. Beneath them the dark waters still surged to the sea. Jon was lost in a confusion of wonder; there were forces so mighty, transformations so tremendous, it was almost too profound for him to think about.

Whenever they came up on the wide delta lands they halted for the feeding of the deer. The moss was wonderfully thick and the deer pawed out their holes with new zeal. This was the country the White Chiefs had chosen for the home of the deer. Across the river were thousands and thousands of acres of moss awaiting the coming of the herd. On they marched over the land and across other arms of the Great River, and over islands and channels and wide miles of lowlands. It was indeed the mighty mother of all rivers.

Then there were no more expanses of ice, only unending flat plains. They were across! Almost without knowing it, they had finished the great passage. No longer did they journey towards the river; incredibly, now it was behind them. How strange to travel over this mysterious land beyond! Even now they must be marching across the great reserve set aside by the White Chiefs. But they must go on back from the river to the higher land beyond. To stay on the river marshes would be dangerous with the coming of summer; the soft, treacherous muskegs might entrap the deer.

One morning, Jon gave the command: there was to be no breaking of camp, no packing of sleds, no harnessing of dogs or reindeer, no marching at all. The Eskimos sat in their igloos staring at each other. Then they began to run from igloo to igloo. There arose much gossip. The men struggled to maintain a show of indifference; they must not become chattering women. Slowly the great, unbelievable news spread; slowly it became understood. The long trek had ended! No more travelling! The herd, the precious herd, had reached home!

What years of marching! It seemed unreal that it could be over. There came a lonely feeling that the future had been suddenly cut off. There appeared to be almost no reason for living. But when the strangeness had somewhat passed, there was found work still to be done. Larger, permanent winter igloos must be made, shelter for the dogs, more tents—a village in which to shelter until the coming of summer.

Jon still dwelt, the solitary one, in his tent apart. It was the long custom of the trail. He felt strangely feeble now, as if a life force, a vitality, had passed from him. Along the great march he had spent himself utterly. He moved heavily. Age

had enveloped him almost in a night. But others would carry on the care of the deer. Akla and Mikel were young men; Jon could see them even now across the snow taking their watch with the herd. They were good men. Jon's eyes dimmed as he thought of their faithfulness through the years. With age would come greater wisdom, but already they were good men. They knew the reindeer; they would stay with them perhaps for years, teaching the tribes of the North how to rear a greater and ever greater herd.

So the long months of the winter passed. The herders took their allotted watches with the deer; the women boiled meat in the iron pots; and the dogs slept and snarled over their old bones. Great storms still beat down from the North, and in the long, clear nights there was the same terrible intensity of cold. But one day the sun came back and the grey mists lifted from the earth. The hard, slate sky became blue again and the snow was soft.

There would be much life on the deer reserve in the days to come. New calves would wabble back and forth over the moss and cows grunt anxious commands in the long twilight. Life would go on, life in its ageless cycles, quickening and ebbing and flowing on and on like the tireless waters of the Great River. New men would come from eastern tribes, men with their women, to learn the strange ways of the reindeer.

Jon began to watch the sky. Some day in the spring flying White Chiefs would come looming up from the Southland to carry him away. They had told him, and he knew they would come. He felt aloof detached, as one whose last work was done. His had been the guiding hand across the hard way; it was given to others to build on, perhaps to build a great reindeer empire from the foundation he had made possible.

As he watched the snow fading, he liked to muse fantastically on the great land for which he had given his last years of strength. It was a grim land, swift and terrible and without mercy. And it was a land for men, great hearted men who rejoiced in conflict, who flourished on hardship. Like the animals of a herd, only the best survived, and those who survived were subdued in their turn. They fell under a resistless lure; the spell of the land was laid upon them.

Jon knew the wild land could never be tamed, not as men conquer their temperate lands. But the sparse tribes of the North could increase mightily. The spectre of famine would be driven far back with the coming of meat. Not the chance meat of passing caribou or vanishing musk ox, nor the precarious seal or bear, but the permanent, enduring meat of countless herds of reindeer. Yes, that was the life secret of the North, meat. There must always be meat, unfailing, bountiful meat; the only resistant of piercing cold, the soul-sustainer of life, meat. And, he, Jon, had brought to pass the beginning of new life for a last great Northland.

As he dreamed in the first faint warmth of spring, men of strange tribes began drifting in. But Jon did not speak to them. He did not hear them marvelling at the number and tameness of the deer. Mikel would show them; Akla could teach them; Pehr already commanded them. Jon had finished his course; he had kept the faith. With the ending of his tryst his life had gone out of him.

He heard the first faint roaring of the plane. He caught the first glimpse of the noonday sun on its white wings. He was ready. The herders of the long trek gathered in silent farewell. There seemed to be no words they could say. Jon moved slowly, placing a hand on the shoulder of this man and of that. He could speak no word, but they knew his thoughts. He would be thinking of the old days of storm and darkness, of slippery ice and black waters, of wolf battles and wild stampedes. What men! What faithful brothers! How they had toiled together side by side! Kaas, the Ancient One, had gone, fading far back on the trail in a swirl of snow; and Quag too had vanished in the darkness; and Uff had perished in the musk-ox battle; and Ome and Cult and Soak, all had gone. But Pehr, and Akla, and Mikel had come through all the long way. Jon gazed at them earnestly. He knew he would not see them again. Farther back stood Waas and Neji with Atta and Jak, and Jon raised his hand to them. Then the White Chiefs lifted him into the plane. They must fly far south while the air was still clear, while the Great River lay helpless in the grip of that spirit which had allowed them to cross its mighty stream.

Jon saw the little groups fall back from the sudden roaring of engines. He watched the upturned faces fade away almost in a moment. Now he was being lifted into the North against the wind. Far away he saw the glint of light on a field of ice. The Great Sea! A last glimpse of the grim, frozen sea. Higher and higher into the bright keen air, into the air so often filled with rushing tempests and black cloud-racks. Never again would he hear the deep ground swell of storm with the wailing voices overhead. The sharp bursting of ice would not again startle him in the night-time; nor the fluttering of the great lights hold him in their spell. There would be a deep loneliness for all these.

Then the plane circled and turned into the south for the long flight. Once more Jon was above the camp, far above. The tents were round circles in the snow. Then for a moment he saw a dark patch against the white, a black mass of minute objects. The reindeer! They must be pawing as always. He strained hard to see them. For them he had given his last strength. There, far, far below him, fed the living, life-giving meat. A sudden dimness blotted them from sight.

Fur Traders on Fresh Water

Written and Illustrated
By G. A. CUTHBERTSON

An Account of the Northwest Company's Sailing Ships on the Great Lakes by the Author and Illustrator of "Freshwater"

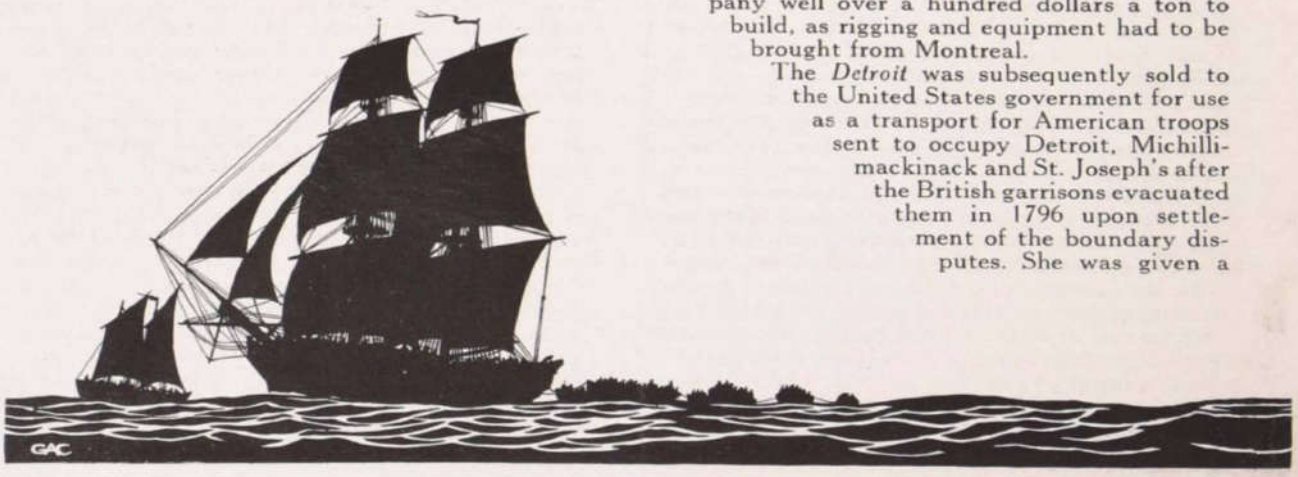
WHEN the government of Canada, at the close of the eighteenth century, by formation of the quasi-naval establishment known as the Provincial Marine, began ship navigation on the Great Lakes for the benefit of commerce generally, fur traders immediately took advantage of the service. The accommodation was provided on Lakes Ontario, Erie, Huron and Michigan. However, as this means of freighting by water was at best but a makeshift available to all and sundry, it was not long before the carrying capacity of the provincial ships became overtaxed, resulting in heavy congestion of freight at various ports. Being a governmentally directed institution under no direct obligation, sailing schedules were generally most indefinite. Hence, if a Marine ship's date of departure had to be changed for military reasons, goods to be forwarded by her had to wait and large stocks of goods for the fur trade were frequently held up for long periods, causing endless confusion and financial loss. This state of affairs caused a deluge of appeals to be laid before the Canadian authorities begging permission to operate commercial ships, and the result was the passing of the Inland Navigation Act in 1789, which for the first time permitted unrestricted navigation of all kinds of merchant ships on the five lakes.

The Northwest Company of Montreal immediately constructed three vessels for carrying the firm's merchandise. The first to be built was the forty-ton, sloop rigged *Otter*, which was constructed above the rapids at Sault Ste. Marie and launched in 1785, for use on Lake Superior. She was the third vessel built for navigation upon this enormous fresh water sea, and at the time of her maiden voyage hers was the only sail on Lake Superior.

The company was much in need of this vessel for carrying supplies from their depot at the Sault to the western headquarters at Fond du Lac, where the city of Duluth now stands, as the tremendous length of coast-line, the width of the bays, and sudden and frequent storms made Lake Superior hazardous in the extreme for canoe navigation. Even then, the *Otter* was a toy when caught in the autumn gales which lash the lake into waves as high as any ocean.

Following the launching of their first vessel, the company in 1786 proceeded with the building of two at Detroit. These were the sixty-five ton *Detroit*, rigged as a square topsail schooner, and the sloop rigged *Industry* of twenty-five tons. Both were used to transport the company's fur trade supplies between Sault Ste. Marie and Lake Erie. Unfortunately very little can be told about these three fur ships as detailed records of them are few. It is known though that they cost the company well over a hundred dollars a ton to build, as rigging and equipment had to be brought from Montreal.

The *Detroit* was subsequently sold to the United States government for use as a transport for American troops sent to occupy Detroit, Michillimackinack and St. Joseph's after the British garrisons evacuated them in 1796 upon settlement of the boundary disputes. She was given a



light armament and was therefore the first gunboat on the inland seas carrying the flag of the United States.

In 1789 Messrs. Forsyth, Richardson & Company, following the example of their northwest rivals, contracted at Detroit for a fair sized vessel to be used in carrying their goods on Lakes Erie, Huron and Michigan. Oak from Ohio forests was used for the hull, and that it was sound tough material is today evidenced by the existence of the entire under water part of the ship at Nottawasaga, Ontario, where it is preserved as a national relic. This ship was named the *Nancy*, and was schooner rigged with double square topsails. Her dimensions were some sixty-eight feet long on the keel and an over all beam of twenty feet. A beautiful figure-head to adorn her cutwater was brought from New York, where it had been carved by a famous sculptor.

In 1805 the *Nancy* became a Northwest Company ship by adoption when her owners joined forces with that concern, and Captain Alexander McIntosh was her commander for a number of years. In the blinding snowstorms of spring and autumn, and in the shimmering heat of summer, McIntosh kept the *Nancy* plying back and forth between Fort Erie and the Sault with the cargoes of trade goods and furs. This is a most remarkable record of ship navigation on the lakes at that period because there were no charts or buoys, and lightships and shore beacons were unknown.

At almost the beginning of the War of 1812 between the United States and Great Britain, the *Nancy* was commandeered for use as a naval transport and was given an armament of three guns, the chief purpose of which was for repelling boarding parties in boats. She participated in most of the expeditions carried out by Brock's and Proctor's troops against American positions at the western end of Lake Erie. Following this she was mainly used to transport troops and stores for the British garrison at Michillimackinack.

Despite heavy odds, every effort was exerted following Barclay's defeat at the Battle of Lake Erie in September of 1813 to retain Michillimackinack, or Mackinack as it was most frequently called, as a British position. The only British vessels left upon Lakes Erie, Huron and Michigan were the two Northwest vessels *Nancy* and *Mink*. All other British merchant shipping was either at the bottom or in enemy hands.

No more supplies were to be had at Amherstburg, due to Proctor's army having been compelled to retreat and evacuate the place. The only place where stores could be had for the needy garrison at Mackinack and the depleted warehouses of the fur company at the Sault was from York. Anything sent north from there had to be carried over miles of backwoods roads to the Nottawasaga, and thence down that river by boat or canoe to its mouth on Lake Huron. Arrived that far, shipments had to be loaded into either the *Nancy* or *Mink* and when the way was clear hurried across the lake.

Until July 1814 the *Nancy* and *Mink* had succeeded in avoiding destruction or capture and Mackinack had not been surrendered. But in that month the Americans launched an attack to sweep the British entirely from the upper lakes, and an expedition had sailed from Erie in late June under Captain Sinclair, U.S.N., with Colonels Croghan and Holmes in command of the troops that were taken for land attacks. Four vessels of war were used: the *Niagara*, *Lawrence*, *Scorpion* and *Tigress*, whilst in the rear, loaded with troops, were the ex-British brigs *General Hunter* and *Caledonia*.

Though the expedition had succeeded in destroying practically everything of importance at Sault Ste. Marie and in capturing the *Mink* in mid-lake, to the chagrin of the Americans their attack upon Mackinack was repulsed. Having failed to take its defenders by storm, the enemy resolved to starve them out if that were possible. So began the hunt which culminated in the bottling up of the *Nancy*.

For several days prior to the thirty-first of July, Lieutenant Worsley, R.N., recently appointed as commander of the *Nancy*, had been loading the vessel at the mouth of the Nottawasaga. Fearing that Sinclair would be searching for him, Worsley began preparations for defending his command before loading operations were completed.

A pine covered sand-bar screened the mouth of the Nottawasaga, and on this Worsley erected a blockhouse which he armed with the *Nancy's* three guns. On 31st July Sinclair's ships were seen, and it was obvious from their behaviour that Sinclair knew of the *Nancy's* presence. Hurriedly the men from the *Nancy* took up their positions and in a few minutes the Americans landed on the island and began the attack. For some time Worsley and his men were able to repulse the American attacks; however at last it became apparent that to continue the defence would only mean the extermination of his men and the consequent capture of the *Nancy* and her cargo. Leaving a few men to continue the defence, powder was placed in the blockhouse and ship, and when all was ready the men were withdrawn. Before the Americans realized what was happening, blockhouse and ship were rent by terrific explosions.

So ended the career of the *Nancy*, and for a few weeks no British vessels existed on Lakes Erie, Huron or Michigan, until the gallant Worsley almost miraculously succeeded in capturing two of the American ships with the remnants of the *Nancy's* crew and a handful of volunteers from Mackinack.

The Northwest Company's "Mink" on the Nottawasaga River

In 1807, still further to increase their transportation facilities, the Northwest Company had built another vessel for the route between Fort Erie and their depot at Sault Ste. Marie. The ship was built at Amherstburg and was the *Caledonia*, an eighty-five ton brig. Though the *Nancy* was proving such a good sailer with her fore and aft rig, nevertheless it was determined to use square rig on the *Caledonia*. Not being large enough to carry three masts and ship rig, she was fitted out as a brig. She seems to have satisfied her owners and all who sailed her because no record exists of her sails plan ever having been altered, even after her capture and commissioning in the United States navy.

Her service as a fur ship during the years prior to the war was more or less devoid of incident, and, like all the other fur trade vessels, she was kept busy from early spring until late in the autumn. When the war broke out, the *Caledonia* was at Amherstburg on her way from the Sault to Fort Erie. With the outbreak of hostilities in the vicinity of Detroit, she was hastily despatched to her destination to unload and there await developments. After discharging cargo, she was temporarily requisitioned for use as a transport to carry a portion of Sir Isaac Brock's forces westwards on Lake Erie for their attack upon Hull's American brigades at Detroit. Following the success of this, the *Caledonia* was held in readiness for further movements which were to be directed at various American positions, especially Mackinack.

Mackinack had been a thorn in the side of the Northwest Company since 1796. In that year it had been given to the United States by Great Britain upon settlement of the international boundary question. Bitter indeed were the feelings of the Nor'westers and loud their outcry when this old stronghold of the fur trade was wrenched from their grasp to be handed over to the nation which lodged some of their bitterest commercial foes. These latter, among whom were the Astors of New York, had speedily made use of this ideal location, sometimes termed the Gibraltar of the West.

When the British army authorities found the *Caledonia* would be urgently needed as a troop transport for the attempt to capture Mackinack and requested the Northwest Company for her use, it was naturally with feelings almost of joy that the partners agreed.

Early in the second week of July 1812, the *Caledonia* began embarking troops at Amherstburg, the anchors were weighed and she set sail. Towing astern was a small fleet of cutters, whale boats and canoes carrying the remainder of the contingent. Northward into Lake Huron they made their way and, as the weather was most favourable at this season of the year, in a few days the expedition reached the vicinity of the Straits of Mackinack. Scouts were sent forward in canoes, and upon their return the commandant of the force was informed that the American garrison seemed in no way prepared for any form of an attack.

On the night of the 16th the fort was surrounded and the next day, with the firing of scarcely a shot, the American commander was forced to surrender.

Following her use in the Mackinack expedition, the *Caledonia* was temporarily demobilized and she returned to Sault Ste. Marie to load fur for her owners. A few weeks later she lay at anchor off Detroit awaiting instructions before proceeding to Fort Erie.

Information had arrived that the Americans were hard at work at Black Rock, directly across from Fort Erie, preparing a number of armed vessels, the nucleus of an upper lakes fleet. As far as could be learned none of these was yet ready for sea, but it was decided not to take undue risks when despatching the *Caledonia* on the last leg of her voyage. Accordingly her captain was given instructions to proceed with the utmost caution on Lake Erie. To insure more fully the *Caledonia's* safe conduct, arrangements were made with the naval authorities to despatch H.M.S. *Detroit* (formerly the U.S.S. *Adams*, which had been captured by Brock at the taking of Detroit and renamed in honour of the victory) to act as convoy escort.

Both ships weighed anchor and proceeded down the Detroit river. By the twelfth of October, 1812, they lay at anchor in the Fort Erie roadstead. Immediately afterward work was begun unloading the *Caledonia's* valuable cargo of fur.

Smarting from their losses at Detroit and Mackinack, the Americans began formulating plans to seize the two British vessels almost as soon as they came to an anchor.

The night of 12th October was particularly dark and, taking advantage of this, Lieutenant J. D. Elliott, with as large a force of American seamen and troops as could be crowded into what boats were available, proceeded stealthily from Black Rock across the Niagara to where the *Detroit* and *Caledonia* lay.

On the lakes in those days forged anchor chain was the exception rather than the rule and hemp cable had to serve in its stead. Elliott's men cut the two British vessels adrift and the current sweeping from the roadstead into the Niagara soon carried the ships beyond range of the guns of Fort Erie.

Before the astonished watchers discovered what was taking place, the Americans had boarded and overcome the crews.

The firing of shots aboard the ships along with the sudden appearance of lights on the darkened anchorage at once apprised the sentries at Fort Erie that something was amiss. A large party of British troops embarked in boats and rowed as fast as possible in the direction of the drifting vessels.

Meanwhile the men under Elliott did everything possible to set sail. Those on the *Caledonia* succeeded in doing so and were able to avoid the British counter attack. Sailing into the lake and turning cautiously, they anchored among the other American vessels lying behind Squaw Island at Black Rock.

Those on the *Detroit* however were not so fortunate and the British succeeded in retaking her, but as reinforcements for Elliott arrived unexpectedly, the ship was beached and blown up.

The *Caledonia* proved a valuable prize for her captors. Her rich cargo was seized for contraband and sold at auction, while the ship herself was turned over to the United States navy. Armed with two long twenty-four pound guns and one short thirty-two, she formed part of Perry's fleet in the Battle of Lake Erie. Throughout the entire war she was in the naval service of the United States, the British never being able to retake or destroy her. After the war she was sold to a firm of American shipowners, who renamed her the *General Wayne*. Her career ended at Erie, Pennsylvania, where she was dismantled and sold for firewood and old iron.

In 1809 the Northwest Company had built above the Sault the double square topsail schooner *Recovery*, of some ninety tons, for their Lake Superior transport. Though similar in size to the *Caledonia*, for some reason fore and aft rig was selected though square had proven most satisfactory on the former. Her service prior to the war of 1812 was devoid of incident.

Following the loss of the *Caledonia*, and with the *Nancy* chartered as a transport, the satisfactory transport of goods by the accustomed route became almost impossible.

With this rapid falling off in freight, it was found unnecessary in the spring of 1813 to get the *Recovery* ready for the opening of navigation. What goods there were to be handled could be moved by three other vessels of smaller size which the company operated on Lake Superior. These were two new schooners, the *Mink* and *Perseverance*, and a sloop, believed to be the old *Otter*.

When in that autumn the news of the defeat of the British squadron at the battle of Lake Erie reached the Northwest's partners, they were filled with dismay. They realized that this victory for the Americans was liable to be most detrimental to their plans for the future and indicated heavy monetary losses from the destruction of property.

With these fears and doubts in mind, the company ordered the *Recovery* to be made ready without further delay and to be removed as fast as possible from the dangerous vicinity of the Sault. In a few days the vessel proceeded to an undisclosed destination at the upper end of the lake, which proved to be a well sheltered bay on Isle Royale not far from the western headquarters at Fort William. There the ship was unrigged, the masts removed, and the hull carefully covered with brush and the branches of trees.

In this retreat the *Recovery* lay swinging at her moorings until hostilities ceased.

In 1812, just prior to the war, the company's business had been expanding, so that two new schooners were needed for Lake Superior service; consequently construction had been rushed on the eighty ton *Perseverance* and *Mink* of fifty tons. Both were built above the rapids at Sault Ste. Marie and were put into commission about the same time. When the war broke out the company offered the *Mink* to the government, and their offer was readily accepted.

Though the *Mink* lay above the Sault rapids, she was brought down, after some difficulty, to the level of Lake Huron and there used as a transport during the autumn of 1813 and the spring of 1814. At the time of her capture in July 1814 by Sinclair's vessels, it is believed she carried Northwest Company cargo and not military stores. This was the end of the *Mink* as a Northwest Company ship.

The fate of the *Perseverance* and *Otter* was somewhat different from that of the *Mink*, although both were destroyed by the same expedition which had taken the little schooner and blockaded the *Nancy*.

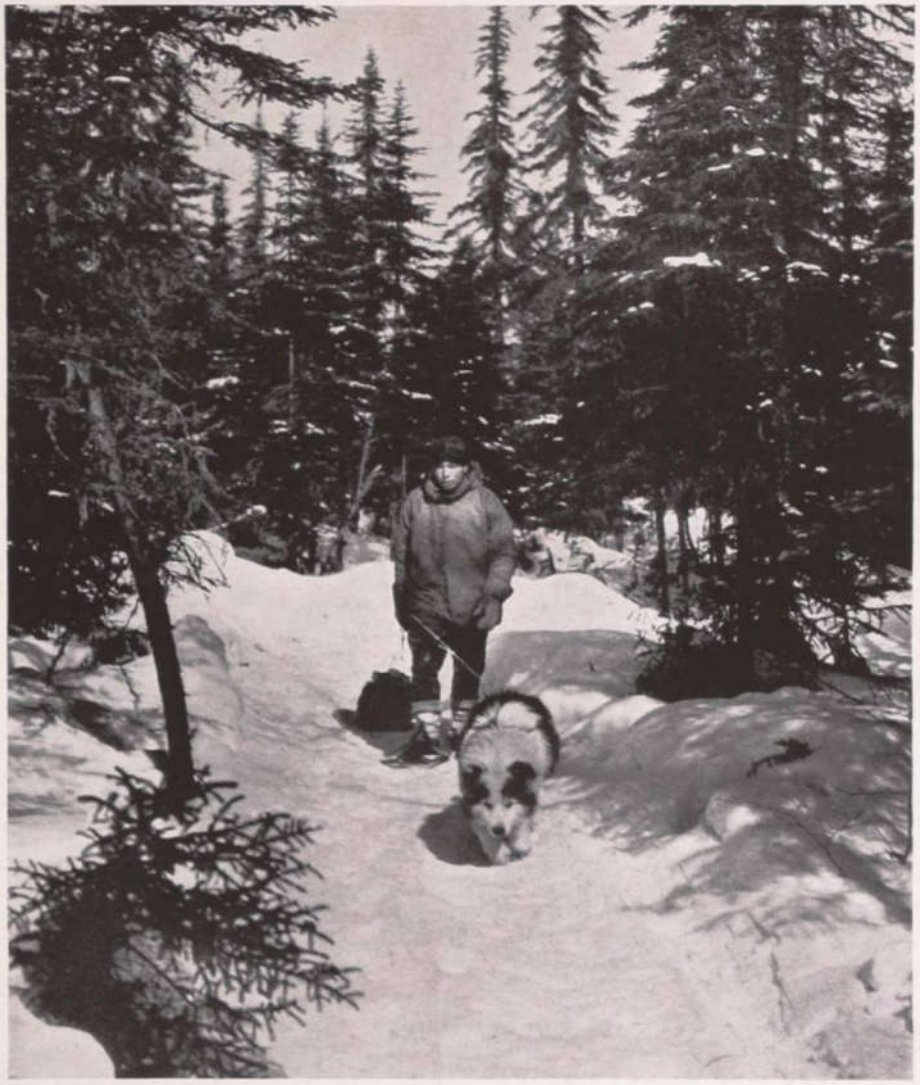
The "Caledonia," first square-rigged vessel on the Great Lakes

In July 1814, so fatal for the Northwest Company, the *Perseverance* and *Otter* were lying at anchor above the Sault awaiting west-bound cargoes when Sinclair's and Holme's forces made their surprise attack. In the general destruction and pillaging that took place, it was impossible to summon enough hands to move the vessels to a position of safety.

The sloop, with everything else which the invaders thought would be useless to them, was destroyed, while the *Perseverance*, being the larger and better of the two vessels, was to be used to carry away such supplies as the Americans decided to salvage from the burning storehouses.

With this intention, a party of seamen was ordered to bring the vessel through the rapids. The *Perseverance* was therefore moved over to the head of the Sault, and a heavy cable was passed ashore to act as a check when she came to the swiftest and most dangerous part of the channel.

Careening wildly from side to side, she plunged onward in the broiling, tumb- [*Continued on Page 41*



The Trapper

Moose Factory Photographs

By
BASSETT
Associated Screen News

Boats at Moose Factory are drawn clear of the river each winter. The M.S. "Fort Churchill" distributes supplies to the southern Hudson Bay and James Bay posts.

Old cannon which stand by the flag-pole and roar out welcomes to distinguished visitors. In the rear is the Staff House, home of Moose Factory's young fur traders.

The Moose Factory Fuel Supply Company and Waterworks —a busy concern when the cold winds blow down the Bay.

The end of a journey, and the dogs lie down in the snow.

The Company buildings on the banks of the Moose River. Established 1671, it is the Company's second oldest post.

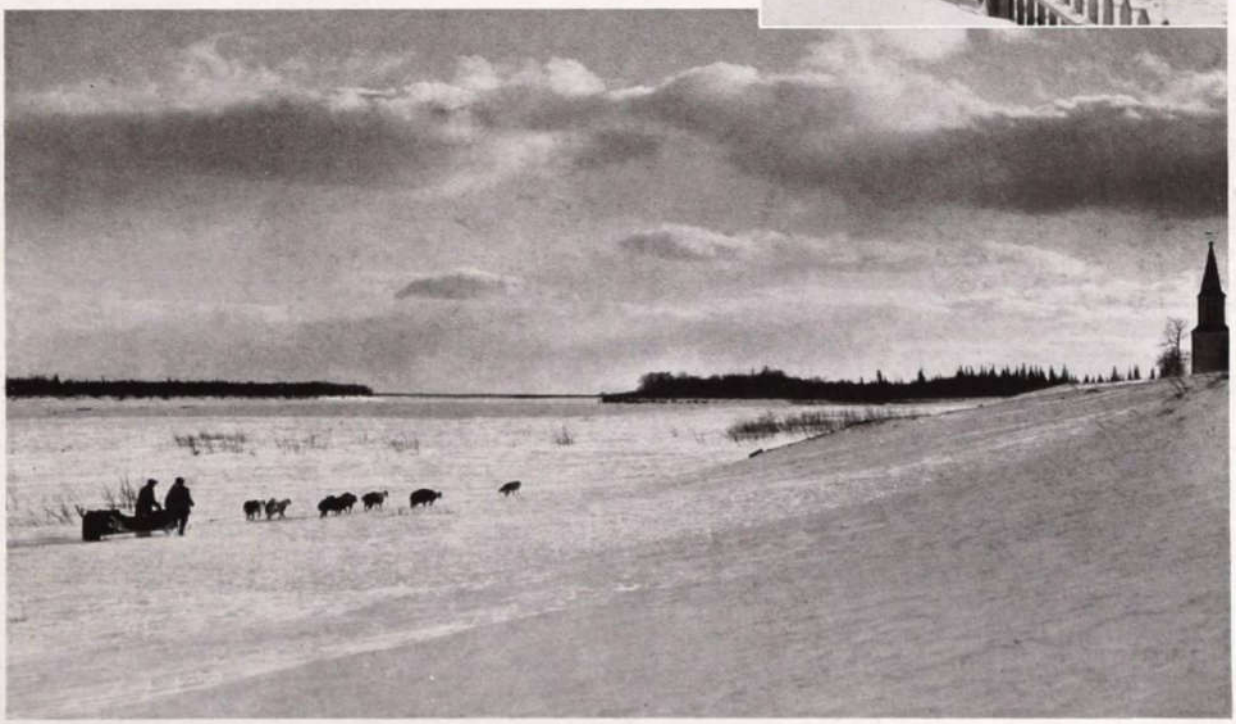
The Anglican Church at Moose Factory, originally Pro-Cathedral of the Diocese of Moosonee.

In the old days English and French fought at Moose; today the only battles are dog fights.

The water front at Moose Factory. In the lower right corner is the Forge, the oldest building in Ontario.

Indian children of Moose passing the post buildings on their way home from Church on Sunday morning.

Snow flurries and a biting wind at the end of a day. Hayes Island in the rear is the site of the first post.



The Accountant, C. D. Twiner

The Post Manager, N. A. Wilding

The Oldest Couple, Mr. and Mrs. Smallboy

The Housekeeper, Miss H. Dawe

The Policemen, Const. L. W. Hopkins and Corpl. E. S. Covell

The Accountant's Family, Mrs. Twiner and Joie

The Parson, Rev. G. Thompson

The Indian Agent's Daughter, Catherine Tyrer

The Fur Traders: R. Thompson, T. W. Babbage, W. H. Houston, N. A. Wilding

The Archives of the Hudson's Bay Company

By
R. H. G. LEVESON GOWER
Archivist of the Company

The Third Article on the Records in London Describing Early Letter Books

IN the course of a previous article which appeared in the June 1934 issue of *The Beaver* I gave a brief description of the minute books in the Company's possession and offered a few examples of interesting material in them. Next in interest come the London office correspondence books.

In the earliest series, known as Private or H.B., will be found all correspondence thought worth preserving from 1680 until 1753. From then onwards the series is concerned exclusively with letters directed to officers and servants of the Company and to others in North America. Copies of the "Sailing Instructions to Commanders of the Company's Ships" are also included in these books, as well as some copies of commissions granted by the Company to governors of the forts in Hudson Bay. The first book of the series (No. A 6-1) includes copies of memorials and petitions to the King and to the Government, but in 1687, when the Company was repeatedly appealing for help against the French, separate memorial books were instituted.

In 1753 it was found that the Company's correspondence was becoming more extensive, and so it was decided to establish a new series of correspondence books, known as "General," for the inclusion of copies of letters to the general public, to proprietors of the Company, to tradesmen and manufacturers of goods in Great Britain, and also for letters of a private nature to employees in North America, whilst the original, Private or H. B. series, was henceforward limited in its scope as detailed above.

In 1813, when the recent establishment of Lord Selkirk's colony at Red River led to appeals by the Company to the Government for protection for the colonists against the aggressions of the North-west Company, a series of volumes containing copies of correspondence with the Government was commenced, and this includes not only the letters written by the Company but also the replies from the Government. The first two volumes, covering the period until 1840, contain copies of correspondence with all the government departments, but subsequently the correspondence with the different departments is apportioned to separate volumes. One volume, No. A 8-5, consists of an index to the correspondence between the Colonial Office and the Company in the first four volumes covering the period 1813-1849, and short notes on the contents of each letter have been included in this index. In addition the Company possesses a number of files containing original letters received from the Government from 1813 onwards, together with copies of some of the replies thereto. As stated above, commencing from 1687 the memorials to the King and to the Government have been copied into the memorial books, and these are continued until 1778. The majority of the correspondence with the Government during the first century or more of the Company's existence is of this nature, but from 1778 until 1813, when the series of Government correspondence books commences, we have no record of the correspondence which took place.

There are, in addition, four volumes designated "Locked Private Letter Books" covering the period 1802-1875, and these consist for the most part of copies of private and confidential correspondence of an important nature passing between the Governors of the Company in London and their officers in North America. The first volume contains, in addition, some interesting tables—*e.g.*, one showing the fluctuations in the price of beaver between 1827 and 1836, and another giving comparative tables of the Company's imports and exports in various years between 1780 and 1831—and some letters regarding Captain George Back's Land Arctic Expedition of 1833. There are also some notes on the claims of the Russian American Company to various settlements on the Pacific coast of America.

For a brief period of five years, viz., from 1732 to 1737, we have books containing the rough drafts of letters despatched from London to the factories in Hudson Bay, but the fair copies of these appear in the series of correspondence books, Private or H.B., referred to above.

The following examples afford some indication of the extremely interesting nature of the information contained in the correspondence books. The first letter in the first book, Private or H.B. series, is dated May 29th, 1680, and contains instructions to James Nixon stationed at Hayes River and Governor of the Company's settlements in the Bay. It records the arrival in the Thames from

Hudson Bay of the ship *John and Alexander* in the autumn of 1679 under the command of Capt. Nehemiah Walker, "but meeting wth contrary winds shee arrived not till the 11th of December in the Downs." The death of Governor Charles Bayly* only a month after his return to England is recorded as under:

"Mr. Baily came well home, but within a month of his arrivall fell sick and dyed, by whose unexpected death wee lost much of the light & assistance wee expected from him. But the Company bestowed an honourable buryall on him, and have now sent over an Escutcheon, which wee would have you set up for the observations of the Indians, that they may be made to understand he is dead, and yt the Company used him kindly."

It is of interest to observe that in the register of St. Paul's Church, Covent Garden, the burial is recorded on January 8th, 1680, (new style) of "Mr. Charles Balley in the Church."

Definite instructions to Governor Nixon regarding the reading of prayers were also issued in 1680 as under:

"Wee do strictly enjoyn you to have publick prayers and reading of the Scriptures or some other religious Books wheresoever you shall be resident, at least upon the Lords days. As also to order the severall chiefs in each Factory under your command to do the same. That wee who professe to be Christians may not appear more barbarous than the poor Heathens themselves who have not been instructed in the knowledge of the true God. This is what wee have formerly directed, and have sent over proper books for the use of the Factory (to wit) the Common prayer Book, the Bible and the Book of Homilies wch contains choice & well approved Sermons for Instruction. But wee understand there hath been little or no use made of them heretofore, wch neglect wee desire you would reform for the future that wee may more reasonably expect the blessing of God to attend your endeavours and to prosper ye interest of ye Company."

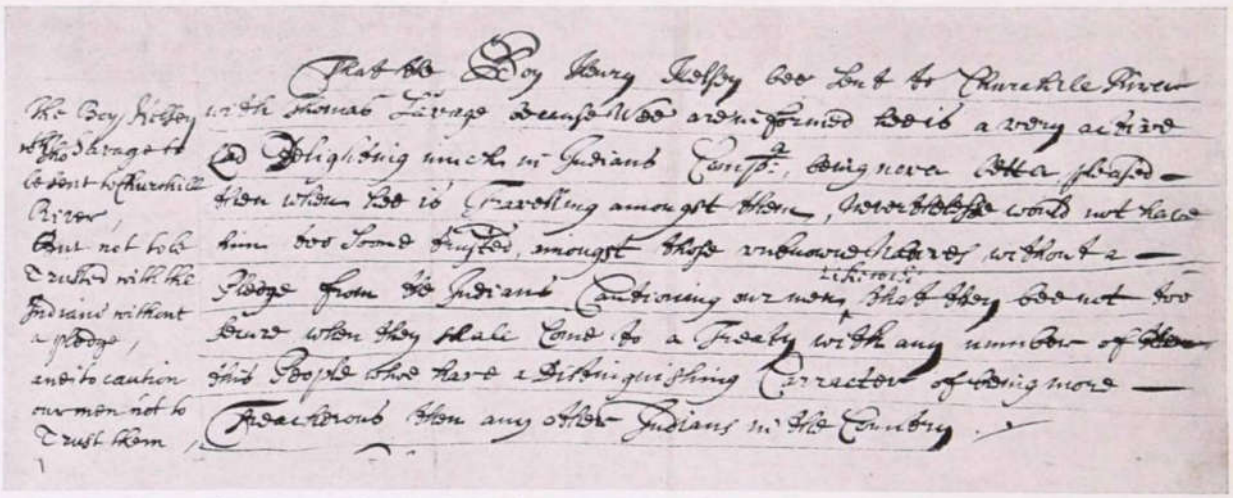
Prayers had been neglected, not because Bayly was not a religious man, but because as a Quaker he objected.

The following instructions to Governor Nixon in 1680 regarding the establishment of a depot on Charlton island in Hudson Bay will be of interest:

"Wee do judge by the situation of Charlton Island, that no place is so convenient as that for the Rendezvous from our severall Factories to attend the arrivall of our Ships from hence. And wee hope before this comes to you a good large dry substantiall Warehouse will be there erected to receive the Cargo wee send you, as it was agreed to be before Mr. Baily left you."

From the letter of instructions to Governor Nixon dated May 29th, 1680, we also learn that "severall sorts of seeds" were sent out to the Bay with which "to make the Experiments," and at the same time the following views were expressed by the Governor and Committee regarding the keeping of pigs:

"Upon Hayes Island where our grand Factory is you may propergate Swine without much difficulty, wch is an excellent flesh, and the Creature is hardy and will live where some other Creatures cannot. And upon so little a spot of ground as that Island you may wth your men who will be constantly attending the Factory, and hunting up & down, guard them against Bears, Wolves or any other Creatures of prey that may come over upon the Ice from the Mainland. So that wee think you might be in a great measure supplied wth that sort of provisions wth reasonable care, and wee therefore desire you to be diligent therein."



An extract from one of the old letter books referred to in the article. The letter reads: " . . . . That the boy Henry Kelsey bee sent to Churchill River with Thomas Savage because wee are informed hee is a very active lad delighting much in Indians' company being never better pleased than when hee is travelling amongst them, nevertheless would not have him too soone trusted amongst those unknown natives without a pledge from the Indians cautioning our men, likewise that they bee not too sure when they shall come to a treaty with any number of this people who have a distinguishing character of being more treacherous than any other Indians in the country." This of course refers to the famous voyage Kelsey made into the prairies when he was the first white man to see a buffalo.

*Charles Bayly was the Company's first Governor in Hudson Bay and held the position from 1672 until 1679.

Nixon was also urged to enter into compacts "wth the Captns or chiefs of the respective Rivers & places whereby it might be understood by them that you had purchased both the lands & rivers of them, and that they had transferred the absolute propriety to you, or at least, the only freedome of trade. And that you should cause them to do some act wch by the Religion or Custome of their Country should be thought most sacred & obliging to them for the confirmation of such Agreements."

The following extract from the Company's letter to Nixon of May 29th, 1680, shews that Nixon was introduced into the Company's service by the Earl of Shaftesbury and Sir Peter Colleton:

"And as an encouragement to you to use your utmost diligence in the service, wee do hereby grant to establish upon you the Salary of two hundred pounds P. Ann. to commence from your receit of this our Letter instead of One hundred pounds P. Ann. wch was settled upon you when you first entred upon yor imployment. And wee do hope you will not be the lesse diligent, though the Earl of Shaftsbury and Sr Peter Colleton who first brought you into the Compas service, have sold themselves out, and some of us who are unknown to you to supply their places & charge in the Committee. The truth is the interest of ye Company lookd wth so ill an aspect untill the arrivall of the *John & Alexander* that these worthy persons and sevll others were discouraged to continue longer in the bottome where they were. But the value of our Actions is now more considerable in the opinion of the world though wee have had no great reason yet to boast. The Cargo you sent us last having been scarce enough to make us just to our Creditors and to provide supplies for the previous expedition."

Even at this early date the Company engaged a surveyor, Brian Norbury, for service in the Bay:

"Wee recommend to your kind usage Mr Bryan Norbury whose Parents are persons of good value, And wee hope his ingenuity & faithfullness will appear to be such that he will deserve a good Character. Hee hath been entred in the Mathematicks and hath a peculiar Genius for making of Landskips, wherein if he proves diligent he may be usefull to us."

When writing to Governor Nixon two years later the Governor and Committee, in the course of a letter dated May 15th, 1682, urge him in the following manner to use lenity and forbearance in his dealings with the natives and with the Company's servants:

". . . . Wee must let you know wee had complaints from most of our Servants (that returned upon the last ships) that you have carried your Selfe with to much inhumanity and cruelty towards the Natives wch is very ill done For allthough (in prudence) You must allwayes bee carefull of your Selfe, and bee upon your Guard for your owne Safety & preservation, Yet Experience teaches that mild and Gentele Usage doth more obtaine upon the most Savage Natures then to much Severity.

"Wherefore wee now caution you to take heed that ye morossness of your temper turne not to the prejudice of our affaires, which advise wee also extend to the Goverment of your selfe in your deportment towards our owne servants under your Command, towards whome your deportment ought to bee affable and obligeing wch you may doe without lessening your Authority wch is better Supported by a prudent lenity than by too much haughtiness and severity.

"But wee doe not intend by this that you should lett your Kinds of Goverment lie too loose neither, for there may as much mischeife arise from thence, Wee being sensible anough what sort of men you have to deale with, Only Observe this as a good Generall rule are moderation in all things, and as a meanes to draw our Servants to Love & obey you, Let them know that such as Shall behave themselves most meritoriously upon your representing theire services to us with your Opinion what increase of Wages they may deserve, Wee shall take greate Notice of the Charecter you shall give. . . ."

Having now given an account of the correspondence books, it is my intention next to deal with the original letters received by the Company in London.

Shaking the Wigwam

(*Continued from Page 13*)

the lake. One Indian, in a fit of excitement, called upon his people to "clean up on" the whites. I, having asked the question, immediately told the Indians that we did not wish to interfere if trouble would result. This passed over and although the wigwam had not once stopped shaking, the Medicine Man decided to show more of his powers. He said he was going to call the spirit of a bear into the wigwam and show how he could kill it with his hands.

When the bear spirit arrived in the wigwam great excitement arose among the Indian onlookers. The fight began and this was where I received my greatest surprise. The Indians seated around yelled to August "an-ahuck" (get stronger). The top of the wigwam bent until it nearly touched the ground during the fight. An Indian turned to me saying "Now do you believe it?" Naturally I answered "Yes," there being about six hundred believers there. Eventually the bear spirit was killed and August repeated the feat with the spirit of a lynx, which brought yells of excitement from the gathering.

Daylight was breaking when August emerged from the wigwam with beads of perspiration covering his face, which may well have been caused by being enclosed in the wigwam.

The bark was immediately removed from the wigwam, and we examined the poles and were surprised to find them as solid as they had been at first.

I have been informed, although I have not witnessed it, that August can make a teepee shake by merely throwing his hat into it. I hope some day to see him do this!

Comments on Common Errors in Photography

Written by C. P. Detloff, Staff Photographer of the Tribune Newspaper, Winnipeg, for the Beaver with the Hope of Securing More and Better Photographs from the North

PICTORIAL contributors to the *Beaver* sometimes just fail to "make" the magazine through some error which might easily have been avoided. To meet the requirements of a pictorial magazine of the class of the *Beaver* a photograph must possess interesting subject matter, must tell the story in a glance and be clean cut and of good contrast.

Cached away in a file in the *Beaver* office at Hudson's Bay House in Winnipeg are scores of photographs which somehow just failed to meet the requirements. Yet, these pictures all contained interesting material which, but for certain errors, would have made first class illustrations.

Some of them are not properly proportioned or composed. A good rule to follow here is the rule of two thirds. To explain: we all know a picture is not pleasing if the principal object is exactly centred. A more pleasing way is to have main object, or objects, two thirds of the distance from either side or from the top or bottom. The horizon in a scenic should not be exactly in the centre of the photograph; the line should either be above or below the centre, depending on the effect desired.

Then we have the common faults of under or over-exposure, unsharp focus, moving the camera while pressing the trigger, and using too slow a shutter speed to stop action.

Correct exposure must come with experience, unless we can afford a good exposure meter. They are handy but expensive as a rule. A good cardboard exposure guide can be purchased quite cheaply however. If not possessing these aids we must use more thought before exposing our film, and if the event is very important it will pay to use two different exposures on the same scene, erring if at all on the side of over-exposure rather than its opposite.

Focusing a reflex or graflex type of camera or one equipped with a range finder is, of course, simple. When we must guess the distance a little thought before the act is again necessary. Sometimes we can pace off the distance between camera and object. Another way is to figure out how many times it would take our height to span the distance.

We should, of course, hold the camera steady while exposing, particularly at the slower speeds. A twenty-fifth of a second is about the slowest we can use holding the camera while exposing, although some workers can do it at a tenth or even slower. It is a good idea to take a deep breath and then

hold it while you press the camera trigger. For all slow speeds it is advisable to use a tripod or place the camera on a steady base of some sort.

It is, of course, good economy to procure the best camera and lens you can afford. But do not despair however if you have one of the cheaper kinds, for it is a fact that the person behind the camera is the important part of the equipment. The thing to do is to get the very best out of the equipment you have. A good rule is to make your mistakes before you press the trigger—to think out the picture before you act. Examine the view finder carefully. Would it improve the picture to move closer and eliminate some of the foreground?

Eastman Verichrome or Agfa Plenachrome film is ideal for the northern regions from which come most of the pictures used in the *Beaver*. They are speedy, and possess great latitude; if you under or over-expose you can in most cases still get good prints. Beside this they possess good colour correction. A filter is also valuable for scenics where it may be possible to get detail into the sky. There is a vast difference between a scenic that shows beautiful cloud detail and one which shows a blank white sky.

The snow factor of course enters into half of the North pictures. There is a good deal of blue light reflected from the sky onto the snow, particularly in the shadows. Ordinary film without a filter being sensitive to blue, all we get will be a pure white expanse. Verichrome or Plenachrome film however registers the blue, and so we can get some detail in the snow. A filter will assist these films to correct the blue light. Panchromatic film is still better than the "chrome" films for this work, but is harder to work with, harder to get, and more difficult to develop. If you can overcome these difficulties panchromatic is the ideal film, otherwise stick to the "chromes."

News value in a picture is of course essential. The main object should predominate, the point of the picture should be easily grasped, and it should be interestingly presented. Naturalness is desirable in a news picture. People should never be allowed to stare at the camera; the best news picture is one taken when the principals were unaware of the presence of a camera.

Looking through the pictures in the before mentioned file, we find the following mistakes: One picture shows an ice jam thirty feet high on the Saskatchewan river, with several people in a group staring at the camera. Picture would have been improved by using a lower angle to accentuate the height and by just having one man, doing something, to give an idea of the size of the jam. Another shows a funeral service at Port Harrison: interesting material but picture very shaky; camera held at too slow speed in hand. Number three, a dog team attached to Hudson's Bay sled: dogs standing in bad positions, some hiding others; no shadows in the snow. Could have been a good picture if dogs were in motion and if a filter had been used. Number four shows an Indian tug-of-war: photographer stood too far away, figures are an undecipherable mass. A close-up showing straining faces would have furnished an excellent news picture. Number five shows a man carrying nine large sacks, total weight 800 pounds: too obviously posed. Would have been excellent if it showed the man really walking with this load. The rest show errors of exposure, fuzzy action pictures, and some photographs which include too much are confusing, as you cannot centre your attention on anything in particular. All of these are the culls however. A good many of the pictures sent in are excellent news pictures and have been reproduced in the *Beaver*.

To sum up: It pays to use the best equipment available, to use colour filters and "chrome" films, to take time to study the composition of the picture, to hold the camera steady, and to think before you shoot.

Fur Traders on Fresh Water

(Continued from Page 30)

ling surges of the rapids. Suddenly, with a loud report, the check cable snapped, leaving the vessel helpless in the swift, eddying currents. With a rending crash her bilge tore along a jutting rock and at once water began pouring into her empty hold.

In a half swamped condition she was beached just below the rapids, where her captors made a hasty examination of the damage. Disgusted to find that speedy repairs would be impossible, orders were issued to set fire to the ship and she burned to the waterline. This left but one Northwest fur ship, the *Recovery*, hidden as described.

With the conclusion of hostilities early in 1815, the Northwest Company found itself most seriously handicapped by the loss of the five vessels. To replace them would take considerable time and money and, apart from this, the cash loss represented by only three of them, the *Nancy*, *Mink* and *Perseverance*, was some £5,700. In addition to this the loss of goods on board the *Mink* and in the warehouses at Sault Ste. Marie and St. Joseph's amounted to some £4,330, a serious matter in itself. With no settlement of war claims with the British Government immediately in sight, transportation of urgently needed trade supplies seriously disrupted, and with its rivals, American and British, in a splendid position to rush forward with their activities, the Northwesters had the gravest feelings of apprehension for their future.

Six bitter and difficult years of rivalry with the Hudson's Bay Company followed, the story of which is already well known, and when at last the matter was brought before the House of Commons, amalgamation of the Montreal concern with the older firm was decided upon as the most satisfactory way to settle an unhappy state of affairs.

After this, no more fur ships plied the Great Lakes. Henceforward goods consigned to or from the posts along the lakes, over which now flew the H B C red ensign, came in either by canoe or whaleboat from Hudson and James Bay or on chartered vessels upon the Great Lakes.

FOUR PAGES OF NEWS PICTURES

The Governor and the Fur Trade Commissioner, Chief Factor Ralph Parsons, en route by air from The Pas to Cumberland House, in August.

From Great Bear Lake comes this bit of unsolicited advertising for our Seal of Quality flour. The picture was taken by H. W. Francis, Ft. William.

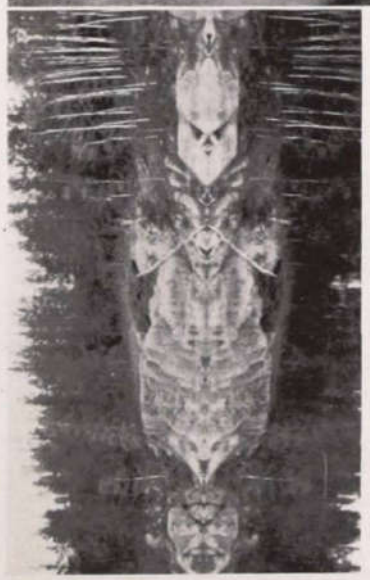
Mrs. Cooper and E. F. G. White, honourary ornithologist of the Government Party, talk during a rest in the morning exercise period on the "Nascopie" while held up by ice in James Bay.

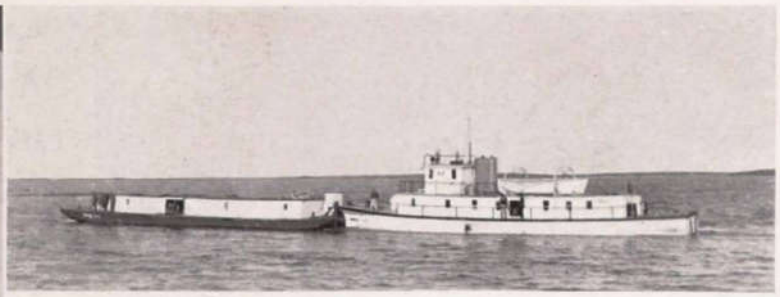
Above: H. M. S. Cotter, manager of The Pas Fur Purchasing Agency, whose service began in 1889 and who has been a regular contributor to The Beaver of both pictures and stories. Below: The Governor, Maj. McKeand, in charge of the Government Party, and Superintendent Irvine exercising on "Nascopie."

Modern fur trade transport. Furs for the London auction leave Ogoki post. Air Engineer H. W. Sutherland, in the photo, was engineer on one of the planes used by the Governor's party at Moose.

Above: A bearer of a good old name in Fur Trade, Fred Camsell, post manager, Fort Norman, N.W.T.

Below: Launching of the Company vessel "Margaret A" at Fort Smith. She works on the Arctic Coast.





One of the Company's Transport Department's power tugs, the "Pelly Lake," pushing a barge full of supplies for the Company's posts, missions and police posts. The photo was taken at the end of her run down the Mackenzie River.

Middle right: An industrial "still"—"Blue Coal" for the Company's posts in the Eastern Arctic being loaded into the hold of the ship "Nascopie" at Montreal. Lower right: Conference at Hudson's Bay House, Winnipeg. R. A. Talbot, manager of the Saskatchewan district of the Fur Trade Department, sitting at the desk, with two of his post managers (left, J. Stewart, Clear Lake post; right, F. Reid, Green Lake post). Lower left: Neither a ghost nor a totem pole, but a view on the Etomami River taken by J. Henry, of the Fur Trade Commissioner's Office. No one was more surprised than Mr. Henry when he saw the result.

Top left: The shipyards at Fort Smith, Slave River, this spring, showing boats being built for service in the Company Mackenzie River Transport Department.

Below: Snapshot of Eskimo kiddies at Fort Hearne, Coppermine, N.W.T., taken by Miss Annie Fitzgerald, half Eskimo, with a Brownie Camera. Miss Fitzgerald sends her films to our Winnipeg store for finishing.

The new Hudson's Bay Company port in the Western Arctic with the rather difficult name of Tuktoyaktuk. At the beginning of the year it was just a bare island, now it boasts a dwelling, a warehouse and deep water dockage.

Middle left: By the old sun dial at Fort Chipewyan, N.W.T., C. Keefer and J. R. Scott, of Fort Smith and Fort Chipewyan.

Lower left: H B C Candy and fireworks concession at Fort Smith during the sports on 2nd July, 1934.

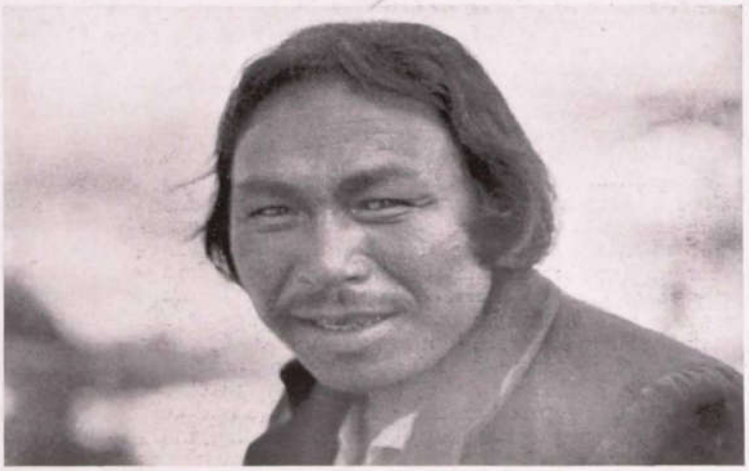
Lower right: W.P. Johnston, manager at Herschel Island, Western Arctic, who this year brought a bride from Scotland to Herschel. In the picture he is seen handling his wife's housekeeping supplies for the coming year.

Top: The Company's new fur farm which was opened this summer at Bird's Hill near Winnipeg. Farming many kinds of animals is being undertaken here on a scientific basis. Middle: A pedigree silver fox at the new farm.

Harbour at Wrangell, Alaska. Wrangell is on an island at the mouth of the Stikine river, which runs through the celebrated Cassiar country in Northern British Columbia. A book on the Cassiar is reviewed in the book pages of this issue.

Above: The Company's post at the head of Wager Inlet on the northwest side of Hudson Bay. Below: Dick Kaumoshalik, full blooded Eskimo manager of Wager Inlet post and leader of the Ivulic tribe. He writes his reports in Eskimo syllabic.

A deerskin with the Company's arms worked in silk which was made by the Moose Factory Indians and given to the Governor in August.



The Hudson's Bay Company post at Island Lake to which the train took 25 tons of freight

A caterpillar tractor train taking a heavy load of mining gear to one of the northern gold mines.

Arctic "Caterpillars"

An Account of Man's Fight with Winter and His Ingenuity in Keeping a Caterpillar Tractor Train Running in the Face of Great Difficulties

By
E. GREEN
Winnipeg

A WOLF emerging from the brush gazed in astonishment at a strange serpentine creature which crept roaring from the spruce, halted a moment and then nosed down the shore and onto the frozen surface of the northern lake. Then the wolf turned tail and fled for the cheerless comfort of the scrub. However, it had little reason to be alarmed, for the gargantuan creature was nothing more than the leader of a caterpillar tractor train hauling a tremendous tonnage of freight from Norway House to the new gold strike at Island Lake, Northern Manitoba. The North, long used to the splash of the paddle and the yapping of dogs, awoke to the challenging roar of the "cats" as they hustled their heavy burdens over the cumbrous frozen land.

In the fall of 1932 Dutton & Vance were awarded a contract to haul more than one thousand tons of mining machinery and supplies from Norway House to Island Lake. Immediately they gathered their equipment and started for Norway House at the north end of Lake Winnipeg. Four sixty horse-power caterpillar tractors, sleighs and a host of other equipment were unloaded from the barges at the post and the work of getting ready for the long haul commenced.

A thousand tons of freight lay on the beach and had to be transported over one hundred and seven-

Salvage operations under the almost superhuman difficulties of a temperature of forty-six degrees below zero and a lack of proper equipment. The right hand picture shows the salvaged tractor emerging from the icy water

ty-five miles of wilderness. It was going to be no small problem getting that tonnage to its destination, and the first necessity was living quarters for the men and a warm shed for the "cats."

Uncertain what to do, Bill Dutton, manager of the firm, contemplated constructing a headquarters, but his problem was solved for him by G. C. Collins, manager of the Hudson's Bay Company's post at Norway House, who set aside a large shed and a house for their use and gave them the benefit of his long experience in the country.

All was made ready, and when freeze-up set in Collins outlined the route the first "cat" train should take and amid the well wishes of the men at the post, the powerful train pulled out of Norway House for the journey to Island Lake, one hundred and seventy-five miles away. Plowing through snow, which piled up in front of its radiator, and smashing the brush and snow down to a solid bottom, the trail breaker led the way for the rest of the train, which carried two hundred tons of freight on huge sleighs.

Day after day, through bitter cold weather the train made steady progress. Where the going was hard for the loaded "cats," the leader would rush back and help them. When breakages occurred, the entire train came to a halt until repairs were effected.

Thirty-six days after leaving Norway House, the "cat" train pulled into Island Lake Gold Mines with its first load, and preparations were made for the return journey.

With the trail broken and the haul established, the real work began. Each train carried a caboose. Crews were made up consisting of two drivers, or "cat skinners" as they are called, and two brakemen. Working shifts of six hours on and six off, the crews slept in the heated caboose and prepared their meals *en route*.

When the bitter cold of January set in the trains were running like clock-work. The round trip of three hundred and fifty miles was made in nine days, and a load of forty tons was the average of each "cat." On one occasion twenty-five tons of supplies were taken in for the Hudson's Bay Company post at Island Lake.

But these are only the bare facts; nothing has been said of the hardships and suffering when "cats" plunged through the ice into freezing waters. New tales of endurance and dogged determination were written while the temperature hovered between forty and fifty degrees below zero.

Sixty miles out from Norway House, a big "cat" crept down on the ice and along shore. There was an ominous crack, the engine lurched, settled and then, just as the "skinner" leaped from the window, it disappeared in twenty-six feet of icy water. Had it merely sunk to the bottom and stayed there all would have been well, but unfortunately the bottom was muskeg. Probing with poles showed the machine had continued its downward course and was at least forty feet from the surface. For a diver to reach the wreck, he would have to penetrate twenty feet or so of sticky muskeg and, though at Dead Cat Lake (between Ilford and God's Lake) a diver had forced his way down through twenty-eight feet of "keg," it was a risk fraught with dire possibilities.

There was a safe way to rescue the tractor, and that was to drive piling around it and pump the slime out; but that was out of the question for the time being. It was decided to leave the "cat" where it lay; which created no precedent, for the lakes and rivers of the North are strewn with valuable prizes wrested from man by Nature. It is part of the price one must pay when seeking riches in the "Great Lone Land."

On another occasion a train was proceeding along the Nelson river near the shore. Suddenly the ice gave way and, although the tractor got clear, two ten-ton mine hoists, together with other machinery, were precipitated into the river. Salvage was essential, for the hoists were valuable and necessary; there would be no time to order new ones before the spring breakup, and the loss meant that the mine's operations would be tied up for a year.

Diving equipment was brought, but the thermometer was registering forty-six degrees below zero. The diver's air pump was moved into a caboose in which was placed a stove, and against this the air intake of the pump was placed. In this manner air at a temperature of seventy to eighty degrees was obtained for the diver, and after a few minutes the experiment was pronounced a success. Kettles of boiling water were poured over the air valve as the diver made his lumbering way to the hole in the ice to disappear beneath the freezing waters of the river.

Working under these conditions, the diver succeeded in salvaging the machinery, and in a short time it was on its way to the mines.

"Cats" going through the ice became a minor consideration. As the ice gave way and the heavy machine began to sink, another would be unhitched and hustled to the scene, a line hooked and, snorting defiance, the big "cat" would haul its mate to firm ice.

"Brushing" a lake was necessary to mark the trail. This is done by thrusting small evergreen trees in the snow along the route, and during the blinding blizzards which swept down from the North, these evergreens guided the "cat skinners," who otherwise would have wandered off the route. At times it was impossible to see more than a hundred feet ahead, but the roar of the exhaust never stopped as the trains crept on toward their goal.

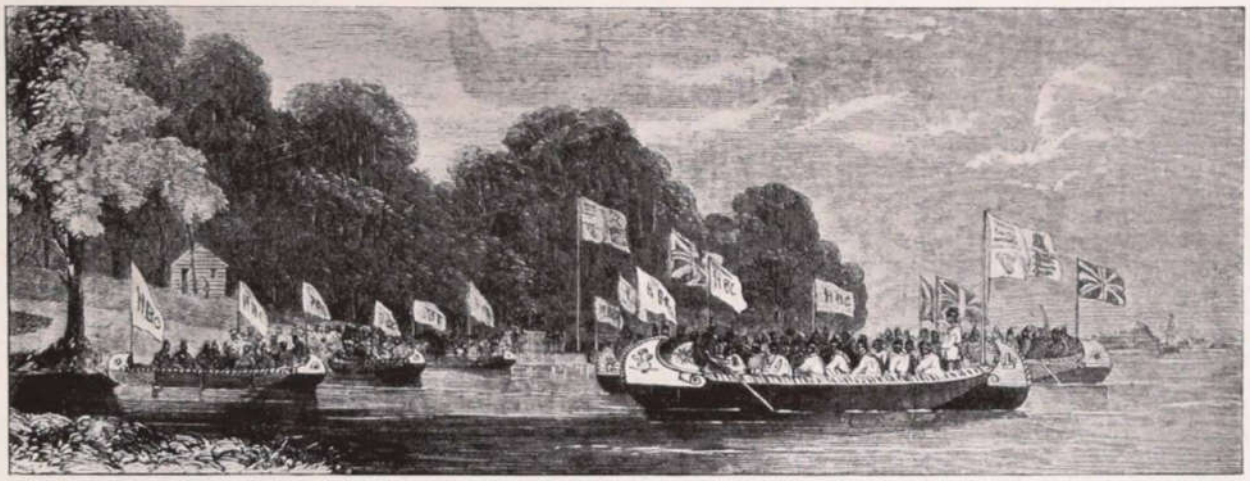
Once a train left its terminal it could not be stopped owing to the intense cold, for the engine would freeze in a few moments.

An example of the resourcefulness of these men was given when a "cat" went through the ice and was hauled out before it sank too deep—but not before it was filled with water, which froze at once. A canvas shelter was hastily erected around the machine and mechanics stripped the crankcase, carburetor, magneto, and other vital parts. These were dried in the caboose and made ready for service. Hot oil was prepared, but there still remained the important problem of water for the cooling system. It was not possible to boil water and pour it in the radiator to heat the engine, as it cooled as fast as it was poured in. Men were sent to the shore line for brush, which was placed under the engine and ignited. In a few minutes the engine was warm and started easily.

"It's a great game," said Bill Dutton later, when the haul was finished, "and I can't speak too highly of the help given us by Mr. Collins, the 'Bay' manager at Norway House."

Modern pioneers had accomplished a big job, but that accomplishment had been made possible by the pioneers of earlier days with their yapping dog teams. Beaded and fringed buckskin led the way for grease stained overalls.

The Governor of the Company with a group of employees to whom he presented long service medals during his visit to Winnipeg last summer



Grand canoe reception given to the Prince of Wales by the Hudson's Bay Company on 29th August, 1860, at Dorval Island, the country estate of Sir George Simpson, on the occasion of the Prince of Wales's first visit to Canada. From the Illustrated London News, 1860.

The Emperor's Last Days

Sir George Simpson, "Grand Seigneur" and Fur Trader, Dies at Lachine. Concluding Article of a Series with a Description of His Entertainment of the Prince of Wales in 1860

By
CLIFFORD. P. WILSON
Montreal

IN the year 1854, Sir George Simpson purchased the beautiful, wooded island of Dorval, which lies off the Island of Montreal not far above Lachine. He was then in his sixty-eighth year, and doubtless had begun to feel the need of relaxation from the cares and responsibilities of his office. For twenty years he had lived and worked in the same building, and the thought of owning a home of his own, separated from the workaday world by a wide strip of water, must have appealed very strongly to him. At any rate, he proceeded to build there a large, rather rambling brick house, with the square, high ceilinged rooms so characteristic of that age of spacious living, and laid out a garden with wide lawns and stately elm trees in the midst of the woods.

It must have been a great source of grief to him that his wife could not share this new home. Lady Simpson had died at Lachine in March 1853; but his eldest daughter was now about twenty years old, and doubtless kept house for him there. We can imagine with what pride he was wont to show off the house and garden to his friends, and to the titled visitors from overseas whom he entertained from time to time. For Sir George was always a very proud little man, who, by combining haughtiness towards some with courtly affability towards others, knew how to play the *grand seigneur* to perfection.

Some have accused him of an undue love of display, but there is reason to believe that when he indulged himself in this fashion, it was with the idea, not so much of self-glorification, as of adding to the prestige of the great Company which he represented, for he knew that the Indians were not the only inhabitants of Canada who could be impressed with a display of pomp and pageantry. Much has been written of the various shows he put up when in 1828 he crossed with his retinue from Hudson Bay to the Pacific, complete with Highland piper in native dress. But his crowning achievement in this line was undoubtedly his reception of the Prince of Wales (later King Edward VII) at Isle Dorval—an impressive function which, dramatically enough, proved to be the last public act of his colourful career.

Albert Edward, Prince of Wales, had arrived in Canada at the end of July 1860, and a month later he was in Montreal, a rather long haired, handsome boy of eighteen, who found life full of excitement and who bore the honours heaped upon him with every appearance of enjoying them.

Sir George, with his flair for pageantry, had arranged a grand canoe reception for the royal visitor at Isle Dorval, to be followed by luncheon at his country house. On the morning of August 29th a military review was staged in Montreal in the Prince's honour, and after it was over His Royal Highness drove out with his suite to Dorval. For a description of the event we cannot do better than quote from the contemporary account in the *Montreal Gazette:*

"On Wednesday, the 29th instant, the canoe excursion given by the Hudson's Bay Company to His Royal Highness the Prince of Wales came off with complete success from Sir George Simpson's beautiful country residence—Isle Dorval—about three miles above Lachine. The weather, which had been threatening in the morning, cleared up in the afternoon and was everything that could be desired. After the review, which took place in the morning, was over, the Prince of Wales and suite drove out to Lachine by the upper road, meeting a hearty reception along the whole route, but more especially at the village of Lachine, where the residents had made great exertions to do the Prince great honour.

"No less than eight or nine triumphal arches spanned the road. Among others, we noticed those at the Hudson's Bay House, the residence of Sir George Simpson, and at the residence of Mr. Hopkins (H.B.C. service). (This was E. M. Hopkins, the governor's secretary.)

"At a point opposite Isle Dorval (also the property of Sir George Simpson) the royal party quitted their carriages to embark in boats sent up for the purpose from the vessels of war lying in our harbour. The scene at this moment was unrivalled in interest and picturesque effect.

"The site was well chosen; the channel, less than a mile in width (actually about a quarter of a mile), flows between fields now ripe for the harvest, sloping to the water's edge, and the dense foliage and verdant lawns of Isle Dorval, fresh with recent showers and brilliant with sunshine.

"A flotilla of nine large birch-bark canoes was drawn up in a line close to the head of the island. Their appearance was very beautiful: the light and graceful craft were fitted up with great taste, each having flags in bow and stern; their crew, composed of one hundred Iroquois Indians from Caughnawaga and the Lake of Two Mountains, being costumed *en sauvage*, gay with feathers, scarlet cloth, and paint.

Pen and ink sketch of Sir George Simpson by Sir James Alexander Grant. (Courtesy McCord National Museum)

"As soon as the barge carrying the Prince pushed off from the mainland, the fleet of canoes darted out from the island to meet him in line abreast, and to the inspiriting cadences of a voyageur song. On nearing the royal barge, the line opened in the middle apparently to let it pass, but suddenly wheeling round with a rapidity and precision which took everyone by surprise, they again formed in line with the Prince's barge in the middle, and in that form reached the landing place, when the canoe song ceased, and a cheer burst from the voyageurs, which H.R.H., with his face beaming with pleasure, returned by saluting his Indian escort.

"The Prince of Wales was received on landing by Sir George Simpson, and soon afterward luncheon was served to a select party invited to meet H.R.H. by Lieutenant-General Sir Fenwick Williams, who at present occupies the island as the owner's guest. We understand there were about forty at the table.

"Sir Fenwick Williams, as the host, had the Prince on one side of him and Sir George Simpson on the other. Among other guests were the Duke of Newcastle (secretary of State for the Colonies), Lord Lyons (British minister at Washington), the Marquis of Chandos, the Earl of Mulgrave (by that time governor of Nova Scotia), Lord Hinchinbrook, General Bruce (the Prince's governor), Admiral Sir Alexander Milne (commander-in-chief of the North American and West Indies station), Mr. H. McKenzie (H.B.Co.) and Mr. Hopkins. No ladies were invited, nor were any present (!), except three immediately connected with Sir George, viz., Mrs. Hopkins (the artist) and her sister Miss Beechey, and Mrs. McKenzie.

"About 4.30 the party embarked in the canoes and proceeded in great style and at a rapid pace towards Lachine. One, bearing the Royal Standard and carrying the Prince, the Duke of Newcastle and General Williams, taking the lead, while the remainder in line abreast followed close behind it. About the centre of the brigade we observed Sir George Simpson (accompanied by the Earl of Mulgrave and General Bruce, both old fellow-voyageurs of Sir George's) directing the movements in person.

"Passing down close along the north shore, the flotilla at that point (Lachine) again executed the extraordinary evolution of wheeling round in line, and then crossed the St. Lawrence to Caughnawaga, where crowds lined the banks. . .

"We consider the Hudson's Bay Company are entitled to the thanks of the Canadian public for their liberality and spirit in getting up this unique excursion, which, besides gratifying our royal visitor, afforded a most agreeable holiday to *several thousand* persons (the italics are ours) who were enabled to witness the scene from the shores of the noble St. Lawrence."

Evidently the whole affair was a grand success, and Sir George's feeling of triumph must have been heightened by the praise he received from the duke himself, who—to quote the *Gazette* again—"availed himself of the opportunity afforded by personal commuuication to express the high opinion entertained by himself and Her Majesty's Imperial Advisers of the skilful and successful administration of one of the most extensive provinces of the British Empire."

That was on Wednesday. On the following Saturday, September 1st, Sir George was driving out to Lachine from Montreal, when he was attacked by a fit of apoplexy. It was not the first he had suffered, for he had been seized with a similar attack some months before, and later had been forced, on account of ill health, to turn back from his usual spring voyage to Red River. But after the excitement of the past few days, the chances of his pulling through once more seemed small indeed.

For six days he lay abed in his great long room at Hudson's Bay House, suffering intensely. Then on the seventh, at half past ten in the morning, his gallant spirit passed.

He died surrounded by his family and friends, many of whom had for long been his loyal companions in the service of the Company, and who must have known that his going would leave a gap that could never be filled. "The little Emperor's light has gone out," wrote chief Trader Dugald MacTavish. "Just after he basked in a final blaze of glory." And so the dramatic story that was his life came to a dramatic end.

Sir George was given a funeral of considerable pomp from Christ Church Cathedral in Montreal, and was buried in the Mount Royal cemetery. There today a simple monument covers his remains and those of his wife.

The Governor was in his seventy-fourth year when he died. The year of his birth has usually been given as 1792, although Beckles Willson says it was 1796 and Pinkerton 1798. These errors have been partly responsible for the general feeling of amazement that he should have been chosen governor in 1821—that is, when he was anywhere from twenty-three to twenty-nine years old. But his gravestone and the records of the cathedral show that he died at the age of seventy-three, which would place the date of his birth in the year 1787, or the latter part of 1786.

He was succeeded by Governor Dallas, who apparently saw no future use in keeping up the establishment at Lachine. The railway had been put through six years before, and the canoe brigades had passed into history. Therefore the Company property at the rapids' head was ordered sold, and in February 1861 Hudson's Bay House and its dependencies were bought for $8,000 by the Sisters of St. Ann. For the next twenty-seven years it was used by them as part of their boarding school, one of Sir George's rooms being employed as a chapel until 1864. But in 1888 the house was torn down.

The storehouse across the old canal, however, still stands, although in the last few years it has been spoiled by numerous alterations, and is at present used as a dwelling by employees of the convent. The house on Dorval Island is standing, too, in the midst of its lawns and shrubs and elms.

The grave of Sir George Simpson and his wife in Mount Royal Cemetery, Montreal. The rail is a recent addition.

BOOKS

"Eskimo Year," a naturalist's adventures in the far North by George Nuksch Sutton. The Macmillan Company of Canada, 1934; $3.50.

THERE is a fine honest flavour about this book and it can be honestly recommended for arm-chair travellers and for men in the North. It should be particularly interesting to Hudson's Bay Company men in the Eastern Arctic, for there are references to the *Nascopie*, to Captain Murray, Leddingham, Clothier, Hardwick, Sam and Jack Ford and Jimmy Thom. In fact the author, in his dedication of the book, says, "When Jack Ford reads this page he will laugh like a wild loon. He will be frightfully embarrassed. He will wonder why any book, after all, should be dedicated to anyone. He will remember the happy faced Eskimos, the huskies and their howling, the netchek-seals, the caribou, the white foxes, the gulls, the moss flowers, the sculpins, all the beautiful beings that live on the island that is called Shugliak; and he will remember "the Doctor" who became his friend in the winter of 1929-1930."

Dr. Sutton is curator of birds at Cornell University, and the book is an account of his year on Southampton Island, Hudson Bay, where he lived at the Company's post and found a great deal of pleasure in the life there and his own work. His scientific reports have been published elsewhere, and this is simply a good readable book about an Arctic year by one whose temperament was suited to the country. He had a grand time and liked it all despite the frequent discomforts, but there is no attempt to exaggerate danger or to convince the world how "friendly" the Arctic is. It is all casually and informally written and deserves a place on the shelf of Northern books alongside Ingstaad's "Land of Feast and Famine," which was published last year. There are forty-eight illustrations, including many excellent drawings by the author.

From the Southampton Island post Dr. Sutton made expeditions to various parts of the island, visiting the ruins left by an older extinct race, hunting walrus, white porpoises and polar bear, and searching for bird and mammal specimens. The late fall season arrives, bringing colour changes in the hares, the weasels and the ptarmigan, and filling the sky with shifting lights of the aurora borealis. South Bay freezes shut, and the dog sledges come into use; November cold arrives, and the trapping of the fox becomes serious business. At the end of November he goes on a caribou hunt with two Eskimos. They have no more English than he has Eskimo—a few words—and they live with no concessions to civilized weaknesses. He learns how to make himself comfortable in a snow house; how to dine well on raw salmon and frozen caribou; even how to handle a dog team in an emergency. After being storm-bound in the hut for days, they return to the post, and there Sutton traps lemmings under the snow and faces the dead of winter with its terrific cold as philosophically as he can, trying to learn the Eskimo trick of "not thinking." With March there comes the first hint of spring. Easter is celebrated in gala fashion; wild life at the edge of the floe is seen again, and the birds begin to return. As June arrives melting ice makes travel hazardous, and he has several narrow escapes. Suddenly summer is present with birds, butterflies and mosquitoes in incredible numbers, and the work of preparing specimens for his return. Finally the *Nascopie* arrives, and the year is over. —*D.M.*

"The Romance of Labrador," by Sir Wilfred Grenfell, K.C.M.G., M.D., F.R.C.S., etc. The Macmillan Company of Canada; 329 pages, illustrated; $4.75.

MANY unkind words have been spoken of Labrador. Cartier stigmatized it as "the land of Cain." Professor Hinde wrote: "The table-land is preeminently sterile. The whole land is strewn with boulders. Language fails to depict the awful desolation of the interior of the peninsula," and Elliott Coues describes a scene of the most unutterable desolation, a scene of "angry waves, paled with rage," and winds which "shriek as they course from crag to crag in a mad career."

With these men Sir Wilfred Grenfell in his book, "The Romance of Labrador," disagrees, and no one is in a better position to disagree. To the people of Labrador as a missionary and physician, Sir Wilfred has given his life and has more than earned the official recognition given his work.

The story of Labrador appears to the author as a vast pageant, and one by one he introduces the actors on a stage of rocks which are the very foundations of the North American continent, a stage of deep fjords with terrific cliffs, stupendous mountain ranges and treeless plains. Indians, Eskimos and Vikings, Columbus, Cabot, Cortereal and Cartier all play parts in the pageant, as well as the French, the British, the Moravian Mission Brothers and the trees, animals, flowers and fish. To each group of actors a chapter is allotted, and about each Sir Wilfred has made very considerable research. In the chapter, "The Pageant of the Rocks (The Stage Is Set), "he talks of granites, syenites, lavas and limestones and of rock structure known as the "Basement Complex." In another chapter he gives us technical names for the salmon in various stages of their growth and, among many other interesting things about the fish, tells of the thirty and forty thousand eggs contributed annually by mother herring and of a book of three volumes found in the stomach of a voracious cod. So lucid are his descriptions of Labrador trees that a man who had never before seen a tree, had he the book "The Romance of Labrador," could differentiate between white spruce and balsam poplar.

This resume of the contents may give the impression that "The Romance of Labrador" is a comprehensive text book which would appeal only to those with geographic interest. Such is by no means the case; the book is written with a delightful humour, an ease and charm which make it as entertaining as any "best seller."

Naturally in writing of a country to which he has devoted his life, Sir Wilfred has many stories to tell, a typical example being of an old sleigh dog which used to carry up cods' heads from the fish-stage to its puppies, and which once brought a large head to a baby who was having an airing in his perambulator. "The old dog laid the offering on the quilt and then wistfully marched round and round the perambulator and seemed greatly disappointed that his gift was not appreciated."

This book makes one understand better why over fifteen hundred volunteers from all walks of life have been happy to give their services and expenses to assist in the great work on "the Labrador."—*R. H. H.M.*

"Cassiar" by M. Conway Turton. The Macmillan Company of Canada; 123 pages; $2.00.

In northwestern British Columbia lies the famed Cassiar—the sportsman's paradise and one time gateway to the Klondyke—guarded from all but the seasoned traveller by the immensity of the Coast Range and the rapids and canyons of the Stikine.

A fitting highway to a country of big game and placer gold, the Stikine is one of the outstanding scenic routes on the continent. Hemmed in by glaciers and towering mountains, one will not soon forget the experience of travelling on its turbulent waters.

There is no yardstick by which the Cassiar can be measured, as it is a country uniquely different from any other part of the mountain sections of British Columbia and the Yukon. Having entered the gateway of the Stikine, one is only partly prepared for the breath-taking beauty of the Telegraph Creek-Dease Lake trail winding along the canyon of the Stikine, clinging to precipitous cliffs with the mountains on one side and the maelstrom of the river below, or gliding down the Dease river on its tortuous journey to the junction with the Liard—a grim land of highlights and shadows, with a beauty all its own.

In "Cassiar" M. Conway Turton has written an interesting and readable book, and the accuracy with which the country and people have been described shows the author's grasp of the intangible "spirit of the Cassiar" that is known only by those who have wintered in its fastness.

This picture of one of Canada's last frontiers, painted almost in pastel shades, should be of interest to all who in their reading wish to leave the travelled highways for a short visit to a beautiful wilderness.—*W.E.B.*

"Sails Over Ice," by Captain "Bob" Bartlett. Charles Scribner's Sons, New York; 300 pages, illustrated; $3.00.

In his "Sails Over Ice" Capt. Bob Bartlett gives us a series of yarns recounting adventures during nine successive voyages to the North in his schooner *Morrissey* in quest of sport, scientific knowledge and specimens. The *Morrissey* is a staunch little vessel very similar to the Company's *Fort James*, and with any love for the sea the reader must appreciate the author's affection for his ship, which year after year has brought him safely home from the most perilous situations. The book is full of exciting encounters with ice floes and Arctic gales, all the way from Iceland to the Siberian coast, hunting expeditions after polar bear and musk-oxen, which are secured, both dead and alive, together with numerous other northern mammals.

"Bob" Bartlett is essentially a sailor and not a writer, and he gives only the briefest description of his nine voyages in the *Morrissey*, but there is not a red-blooded man who would not give his eye teeth to accompany these expeditions to one of the most romantic areas of the world, all the more interesting for the real adventurer by the hardships to be endured and the remoteness from civilization.

"Sails Over Ice," which is well illustrated with photographs, takes us codfishing off Labrador, to

the Newfoundland seal fishery, hunting for lost Eskimo tribes on the east coast of Greenland, exploring the northwest coast and renewing acquaintances with Eskimos who in earlier days served Peary on his journey to the pole, again down through the Panama Canal and up the Pacific Ocean past the Aleutian Islands and through the Bering Sea towards Wrangell Island, while other voyages extend through Hudson Strait into Foxe Channel, that perpetually ice bound inland sea.

One chapter deals fully with the erection of a memorial to Admiral Peary on the top of Cape York in Northern Greenland. This was a most commendable undertaking, well organized and carried out, a fitting monument to Peary's work.

This book is particularly interesting to Hudson's Bay Company men, as our own Arctic vessels meet similar conditions every year, and particularly in view of the *Fort James's* splendid achievement in completing this year the circumnavigation of the North American continent. We can appreciate far better through reading "Sails Over Ice" the great difficulties and hardships which were met and overcome by the crew of our small vessel on a voyage extending from tropics to Arctic and almost half way around the world. It is also interesting to note that a Company apprentice operating his amateur short wave set at the mouth of the Mackenzie river this summer communicated with the *Morrissey*, then in Greenland again.

The *Effie M. Morrissey*, to give her her full name, was launched nearly half a century ago in Essex, Massachusetts, and we read that no more graceful, trim, staunch or able craft was ever launched by her builders in those days of iron men and wooden ships. It is good to read of her logging nine or ten knots under full spread of mainsail, foresail, jib and jumbo, her lee rail under water. Capt. Bartlett tells us he and his vessel have much to do in the North yet, and that neither of them feels old. We shall expect him to give us more of his northern sea-faring yarns.—*R.H.G.B.*

"Arctic Trader," the Account of Twenty Years with the Hudson's Bay Company, by Philip H. Godsell, F.R.G.S. G. P. Putnam's Sons; 320 pages, illustrated; $3.75.

"Arctic Trader," continuing, as it does, the story of the fur trade already begun by Kelsey, McLean, Cowie and others, is a notable addition to books on the Hudson's Bay Company.

Godsell sailed from London in 1906 aboard the old *Pelican* to York Factory to become apprentice clerk in a fur trade which, thirty-six years after the Deed of Surrender, still believed that the North and the Indians were owned by the Company; a fur trade of men in whose breasts the advent of a "free trader" aroused an almost inconceivable hatred, and who, like F. W. Beatton, refused to go aboard the first steamer to arrive after break-up because it was an opposition boat.

In twenty years Godsell travelled extensively west of Hudson Bay, established many posts, among them the most northerly post in the Western Arctic—old Fort Brabant on Victoria Island. During his service he saw the change from the bearded Scottish factors, often with native wives (the character so popular with writers of fiction), to the young post manager who must trade in a northland where aeroplanes bring mail order catalogues to the natives.

The book is well written and generously illustrated with photographs, though these photographs make one realize how great has been the change in the fur trade even since 1926, when Godsell's story ends.—*R.H.H.M.*

A Delayed Meeting

Northern navigation has no regard for time; ice and fog conspire against fixed meetings. Last summer Bishop Fleming was able, all in the space of a few weeks, to visit his missions along the Western Arctic coast, to return to civilization and then visit more missions on Hudson Bay, but was unable to meet the Governor of the Company at Churchill as had been arranged. While the bishop had travelled that great distance in so short a time, the Governor was being held up on the ship *Nascopie* by fog in Hudson Strait and ice in Hudson Bay. The bishop waited a week at Churchill, but then decided he must proceed with his business and it was not until October at Hudson's Bay House in London that the arranged meeting finally took place. The bishop is spending some months in England, and is having a book published dealing with his remarkable travels during 1934.

A Starboard Course

(Continued from Page 21)

Numerous sea birds, which the mate very inelegantly called "Californian Stinkpots," were our sole companions for days and became quite tame.

At seven o'clock in the morning on July 14th the wind dropped slightly and at noon the sea became quite calm, consequently, we made much better progress in spite of a heavy swell and an excellent crop of seagrass and barnacles on the ship's hull below the water line. We were by this time becoming anxious about our fuel supply, and when we ran once again into a head wind on July 17th, Captain Snelgrove had the engine stopped and hoisted the sails, going on a port tack. At eight o'clock in the morning on July 19th we took advantage of a light side wind and, with the engine going once more, we made quite a good speed and sighted land off the starboard bow two hours later. We entered Juan de Fuca Straits early next morning and looked forward with anticipation to a quick run to Victoria. The straits are about ten miles wide, having hilly wooded land on both sides, which looked very pretty in the morning sunlight. We stopped off William head (Victoria) quarantine station at 2.50 p.m., where the medical officials gave us a clean bill of health.

At 3.20 p.m. we left William Head and resumed our voyage, arriving in Vancouver on July 22nd after a run of approximately 2,600 miles from Manzanillo, having travelled 8,311 miles since leaving St. John's, Newfoundland, in 88 days—no mean accomplishment for a vessel as small as the *Fort James*.

[The second and final instalment of Mr. Wilson's log of the voyage will appear in our March issue.]

Books Relating to the Hudson's Bay Company

The Extent of the Literature Relating to the Company Will Come as a Surprise to Many, While to Others It May Suggest Fresh Avenues of Reading into H B C History

THE list given below represents an attempt to present in an orderly way the titles, authors and publishers of the most important books relating to the Hudson's Bay Company. It is in no sense a complete bibliography, but it is hoped that readers of *The Beaver* who have an active interest in Company history will offer their criticisms, corrections and amendments which can be incorporated in a complete and accurate list to be published in the future. It is hoped that this list will not appear so formidable as to discourage anyone who is approaching the subject for the first time. Many of the books mentioned have been long out of print and command startling prices at book sales. This should not deter anyone, but, on the contrary, it should give zest to the noble sport of book hunting.

The list has been divided into two sections. The "A" section contains books entirely devoted to the Company, biographies of Company men, memoirs, etc. Some fiction has crept in, but only significant novels, such as Ballantyne's Hudson's Bay, which convinced many young men of adventure waiting for them in the fur trade. The "B" section comprises books which, while not dealing exclusively with the Company, contribute substantially to the story as a whole.

Articles from periodicals and unpublished manuscripts are not listed. Material of this nature will appear in the final bibliography.

List A

BALLANTYNE, R. M.—Hudson Bay or Daily Life in the Wilds of North America. London, T. Nelson & Sons.
Ungava: A Tale of Eskimaux-land. London, 1871.
The Young Fur Traders.
The World of Ice.

Four novels of adventure based upon Ballantyne's limited experience as an apprentice with the Company. These books are chiefly interesting for their great popularity in the latter part of the last century and they undoubtedly sent many youths into the Company's service in search of adventure.

BRITISH AMERICAN JOINT COMMISSION—Hudson's Bay vs. United States. British and American Joint Commission for the Settlement of the Claims of the Hudson's Bay and Puget's Sound Agricultural Companies. Memorial and Argument on the part of the Hudson's Bay Company. Montreal, John Lovell, 1868.

BRYCE, George, M.A., LL.D.—The Remarkable History of the Hudson's Bay Company. Toronto, William Briggs, 3rd edition, 1910; London, Sampson, Low, Marston & Co.

Brief biographies of Selkirk, Simpson, Mackenzie, Douglas in The Makers of Canada. Toronto, 1905 edition, Morang & Co.; 1910 edition, Morang & Co.; 1927 edition, Oxford University Press.

1905 edition has Bryce's biographies of Selkirk, Simpson and Mackenzie; 1910 edition adds a brief biography of Douglas; 1927 edition has a volume on Lord Strathcona by John Macnaughton.

Remarkable History of the Hudson's Bay Company, including that of the French Traders of Northwestern Canada and of the Northwest, XY, and Astor Fur Company. London, 1900.

Professor Bryce was given access to the Hudson's Bay Company's archives up to 1821, and as result he gives some helpful accounts of his findings for the early period. The bibliography is scanty, and the chief fault of such a book is the absence of footnotes and references. "The Remarkable History" of 1910 remains the last attempt at a substantial history of the Company. It has been widely read and quoted but, like Beckles Willson's "The Great Company," it must be set aside when a new and complete history based upon the catalogued records now in Hudson's Bay House, London, is written. Both Bryce and Willson had to work from vast quantities of disorderly and unclassified material. The subject can be approached today by scholarly methods with more material readily available and a clearer view of the picture as a whole.

CAMPBELL, Roderick, F.R.G.S.—The Father of St. Kilda; Twenty Years in Isolation in the Sub-Arctic Territory of the Hudson's Bay Company. London, W. R. Russell, 1901.

Mildly informative memoirs of the sixties and seventies.

COCKING, Mathew—Journal of Mathew Cocking; from York Factory to the Blackfeet country, 1772-1773. Toronto, Royal Society of Canada, 1908. Edited with introduction and notes by Lawrence J. Burpee.

One of the best of the early Hudson's Bay Company journals in print. Copies are becoming rare.

COWIE, Isaac—The Company of Adventurers. Toronto, William Briggs, 1913.
An entertaining book of the fur trade reminiscences of the days of the big buffalo hunts.

DOBBS, Arthur—An Account of the Countries Adjoining to Hudson's Bay. London, 1744.

DODDS, James—The Hudson's Bay Company, Its Position and Prospects. The substance of an address delivered to shareholders by James Dodds. London, 1866.

ERMATINGER, Edward—Ermatinger's Journal 1827-28. A record of journeys made between Fort Vancouver and Hudson Bay; with an introduction by Judge C. O. Ermatinger and notes by Judge C. O. Ermatinger and James White. Toronto, Transactions of the Royal Society of Canada, 1912.

Interesting but not important journal mostly confined to weather, time and freight lists.

EVIDENCE AND ARGUMENT FOR THE UNITED STATES in the matter of the Claim of the Hudson's Bay Company, pending before the British and American Joint

Commission for the final settlement of the Claims of the Hudson's Bay and Puget's Sound Agricultural Companies. Washington City, McGill and Witherow; five volumes in 1867 and one in 1868. The Claimant's evidence appeared in one volume in 1865.

FITZGERALD, Edward—Examination of the Charter and Proceedings of the Hudson's Bay Company with Reference to the Grant of Vancouver's Island. London, 1849.

One of the hostile pamphlets.

GARRY, Nicholas—The Diary of Nicholas Garry, 1821. Transactions of the Royal Society of Canada, 1900.

One of the best of the published journals, but exasperating for its omissions. As deputy governor he came to Canada to cement the Northwest-Hudson's Bay union, but one looks in vain for Garry's observations upon the men of the two companies at this critical period.

GODSELL, Philip H.—Arctic Trader, the Account of Twenty Years with the Hudson's Bay Company. New York, 1934.

A personal narrative of fur trading in modern times by a former employee.

HARGRAVE, Joseph James—Red River. John Lovell, Montreal, 1871.

Valuable local history up to 1868 by an officer of the Company.

HEARNE, Samuel—A Journey from Prince of Wales's Fort in Hudson's Bay to the Northern Ocean. With maps and plates. London, 1795. Another edition Dublin 1796; a French translation published in Paris 1799; new edition published by Champlain Society Toronto 1911, with introduction and notes by J. B. Tyrrell.

HEARNE, Samuel and Philip Turnor, the Journals of—Edited with introduction and notes by J. B. Tyrrell. Champlain Society, Toronto, 1934.

A splendid book, scholarly and readable. It would seem likely that little remains to be said about Hearne's expedition since this Champlain Society volume appeared.

HOLMAN, V. V.—Dr. John McLoughlin, the Father of Oregon.

A biography of "the big doctor" which is useful but not a full length portrait.

HUDSON'S BAY COMPANY—Charters, Statutes and Orders-in-Council Relating to the Hudson's Bay Company. London, 1931.

One of the Company's few publications. It covers more than two and a quarter centuries of public documents and does not pretend to be complete. Highly useful for the historian and practitioner before the courts.

HUDSON'S BAY COMPANY—Index to the Reports and Proceedings of the General Courts of Proprietors of the Hudson's Bay Company, 1866-1928.

A sixty-nine page booklet, useful as a guide to Company operations over sixty-two years.

HUDSON'S BAY COMPANY—Canada's Fur Bearers; containing notes on the principal animals of Canada, trapping and the preparation of furs for the market. Winnipeg, 1934.

This sixty-four page, paper bound book contains forty illustrations, a map and eight pages of Company history.

HUDSON'S BAY COMPANY—Correspondence between Her Majesty's Government and the Hudson's Bay Company. London, Causton & Son, 1869.

Exchange of letters between 1863-69 leading up to the Deed of Surrender. 228 pages.

HUDSON'S BAY COMPANY—Letter from the Colonial Office to the Governor of the Hudson's Bay Company, dated March 9th, 1869. London, Joseph Causton & Son.

This is Lord Granville's letter setting out the basic terms of the Deed of Surrender.

HUDSON'S BAY COMPANY—Extent and Value of the Possessory Rights of the Hudson's Bay Company in Oregon, South of the Forty-ninth Degree.

An undated, forty page pamphlet of correspondence and legal opinions of 1848-9.

ANONYMOUS—The Hudson's Bay Company, What Is It? London, A. H. Baily & Co., 1864.

A pamphlet attacking the Company—for parliamentary use.

A Short State of the Countries and Trade of North America Claimed by the Hudson's Bay Company. London, 1749.

An account of the shortcomings of the Hudson's Bay Company, by its opponents.

ISBISTER, A. K.—A few Words on the Hudson's Bay Company, with a statement of the grievances of the natives and half-caste Indians, addressed to the British government through their delegates now in London. London, C. Gilpin.

JEREMIE'S Narrative—York Factory, 1694-1714. Translated from the French edition of 1770, with notes and introduction by R. Douglas, M.A., and J. N. Wallace, D.L.S. Ottawa, Thorburn & Abbott, 1926.

A forty-two page pamphlet.

KELSEY, Henry—The Kelsey Papers by Henry Kelsey; with an introduction by A. G. Doughty, Dominion archivist, and Prof. Chester Martin. Archives of Canada, 1929.

An excellent and scholarly book, and one of the most interesting additions to fur trade history in recent years.

Journal of Henry Kelsey (1691-1692) with notes by Charles H. Bell. Winnipeg, 1928.

A forty-four page booklet now out of print.

KNIGHT, James—The Founding of Churchill; Being the journal of Captain James Knight, Governor-in-Chief of Hudson's Bay from July 14th to September 13th, 1717. Edited by James F. Kenney, director of historical research, Public Archives of Canada. Toronto, J. M. Dent, 1932.

A readable, carefully edited book with useful references.

LAUT, Agnes C—The Adventurers of England; Vol. XVIII, Chronicles of Canada. Toronto, Glasgow, Brook & Co., 1914.

Short, readable, popular history.

LEWIS, William S., and PHILLIPS, Paul C.—Editors of the Journal of John Work, a chief trader of the Hudson's Bay Company during his expedition from Vancouver to the Flatheads and Blackfeet of the Pacific Northwest. Cleveland, A. H. Clark Co., 1923.

MACBETH, R. G.—Sir Augustus Nanton. Toronto, The MacMillan Company, 1931.

A brief biography of the late chairman of the Canadian Committee of the Hudson's Bay Company, 1914-1925.

MACDONALD, Capt. Miles—Selkirk Settlement: Letter Book of Captain Miles Macdonald, 1811 and 1812. Canadian Archives, Report for 1886, pp. 187-226.

MARQUIS, T. G.—The "adventurers" of Hudson's Bay. A section of forty-three pages in Volume I, Canada and Its Provinces. Toronto, Glasgow, Brook and Company, 1914.

MARTIN, Archer—The Hudson's Bay Company's Land Tenures and the Occupation of Assiniboia by Lord Selkirk's Settlers; with a list of Grantees under the Earl and the Company. London, William Clowes & Sons, 1898.

Valuable Red River history. There are helpful documents and letters in the appendix.

MARTIN, Chester—Lord Selkirk's Work in Canada. Oxford Historical and Literary Studies, vol. 7. Oxford, 1916.

An excellent study of Lord Selkirk's activities in the Hudson's Bay Company.

MARTIN, R. M.—The Hudson's Bay Territories and Vancouver's Island; with an Exposition of the Chartered Rights, Conduct and Policy of the Honourable Hudson's Bay Corporation. London, 1849.

In support of Company policy.

McCAIN, Charles—History of the Hudson's Bay Company's S.S. *Beaver*, a Pioneer of the Sea. Vancouver, 1894.

A book of odd memorabilia about a Company ship.

McKEEVOR, Thomas—A Voyage to Hudson Bay During the Summer of 1812. London, 1812.

Medical officer to Lord Selkirk's settlers of that year, this young man later published semi-scientific observations and comments on fur traders whom he met. Copies rare.

McKENZIE, N. M. W. J.—The Men of the Hudson's Bay Company, Winnipeg. Fort William, Ontario, Times-Journal Presses, 1921.

McLEAN, John—Notes of Twenty-five Years' Service in the Hudson's Bay Territory. London, 1849. Reprinted by the Champlain Society, 1932; edited by W. S. Wallace.

A fine vigorous book by a fur trader who travelled widely and who bore a bitter grudge against Simpson. Invaluable as a picture of Company operations in his time.

McDONALD, Chief Factor Archibald—Peace River; The Journal of Chief Factor Archibald McDonald of a Canoe Voyage with Sir George Simpson from Hudson Bay to the Pacific Coast. Edited by Malcolm McLeod. Ottawa, 1872.

MERK, Frederick—Fur Trade and Empire; Sir George Simpson's Journal, 1824-25. Cambridge, Mass., Harvard Historical Studies, vol. 31, 1931.

An excellent introduction with scholarly notes and some interesting letters make this book one of the most readable and useful, relating to the Company, issued in recent years.

MIDDLETON, Christopher—A Reply to the Remarks of Arthur Dobbs. London, 1744.

A Reply to Mr. Dobbs's Answer to a Pamphlet Entitled Forgery Detected. London, 1745.

MOBERLEY, H. J., and W. B. Cameron—When Fur Was King. Toronto, Dents, 1929.

An attractive, informal narrative by an old fur trader who went west as an apprentice with Sir George Simpson and gave this account to Cameron.

PINKERTON, Robert E.—The Gentlemen Adventurers. Toronto, McClelland & Stewart, 1931. Published in England under the title, The Hudson's Bay Company.

Mr. Pinkerton says in his introduction that "the Nor'-westers licked the Gentlemen Adventurers and licked them good and plenty." That is the theme of his book. He adds: "The Company, as a company, has full and abundant right to its pride and its jealousy of its good name." The book is sprinkled with errors and it would not be hard to prove him wrong about the Northwest Company's alleged victory, but it is essentially a readable book, and any easily readable book about the Company is an unusual item. It is, despite all that is wrong about it, a pleasure to find a volume so free from the pompous grand manner.

A Short Narrative and Justification of the Proceedings of the Committee Appointed by the Adventurers to Prosecute the Discovery of the Passage to the Western Ocean of America. London, 1749.

Some proposals and recommendations of the Company's opponents.

PUGET'S SOUND AGRICULTURAL COMPANY VS. UNITED STATES—British and American Joint Commission for the Settlement of the Claims of the Hudson's Bay and the Puget's Sound Agricultural Companies. Memorial and Argument on the part of the Puget's Sound Agricultural Company. Montreal, Lovell, 1868.

RAE, Dr. John—A Narrative of an Expedition to the Shores of the Arctic Sea, 1846-7; with an Appendix on the Natural History of the District. Dedicated to Sir George Simpson. London, 1850.

This is Chief Factor (Doctor) John Rae's book. As a fur trader, physician, scientist and explorer, and first discoverer of traces of Sir John Franklin's party, he is one of the most interesting men in the nineteenth century fur trade. Copies of this book are scarce.

REPORTS—

Report of Proceedings Connected with the Dispute Between the Earl of Selkirk and the Northwest Company at the Assizes Held in York, Upper Canada, October, 1818, from Minutes Taken in Court. Published Montreal and London, 1819.

Vitally important to any student of the period.

Report From the Select Committee on the Hudson's Bay Company, Together with Proceedings of the Committee, Minutes of Evidence, Appendix, and Index. Published by order of the House of Commons, 1857.

The parliamentary investigation which led up to the Deed of Surrender with the verbatim evidence of prominent Company men, including Simpson as well as opponents of the monopoly.

Report from the Committee on the Hudson's Bay Company, together with Appendix. Published by Parliament, 1749.

The investigation which resulted in the renewal of the Charter. Rich in details of the Company's operations at that time. Copies rare.

Documents Relating to the Early History of Hudson Bay. Edited by J. B. Tyrrell, Toronto, 1931. The Champlain Society Publication, vol. 18.

An extremely useful and interesting compilation.

Calendar of Papers Relating to Hudson's Bay. Canadian Archives Report for 1895.

Transactions Between England and France Relating to Hudson's Bay, 1687. Canadian Archives Report for 1883.

An account of the activities of the Company and the commissioners in trying to arrange for the settlement of claims for damages.

Return to an Address of the Honourable the Hudson's Bay Company dated 26 May, 1842, for copy of the existing Charter or grant by the Crown to the Hudson's Bay Company; together with copies or extracts of the correspondence which took place at the last renewal of the Charter between the Government and the Company or individuals on behalf of the Company; also the dates of all former grants or charters to the Company. Ordered by the House of Commons to be printed, 8 August, 1842.

ROBINSON, H. M.—Great Fur Land: or Sketches of Life in Hudson's Bay Territory. Illustrated. New York, 1879.

ROBSON, Joseph—An Account of Six Years' Residence in Hudson's Bay from 1733 to 1736 and 1744 to 1747. London, 1752.

Joseph Robson was surveyor and supervisor of the buildings to the Hudson's Bay Company. His book criticized the Company and its policy. Many interesting observations on Fort Prince of Wales. Rare.

ROSS, Alexander—The Red River Settlement: Its Rise, Progress, and Present State. London, 1856.

Two chapters in this book are particularly good.

Fur Hunters of the Far West. A narrative of adventures in the Oregon and Rocky Mountains. Two volumes. London, 1855.

SAGE, Walter N., M.A., Ph.D.—Sir James Douglas and British Columbia. University of Toronto Press, 1930.

First rate, competent biography.

SCHOOLING, Sir William, K.B.E.—The Hudson's Bay Company, 1670-1920. Hudson's Bay Company, London, 1920.

Published by the Company in commemoration of its 250th anniversary. Copies already rare. Useful. One hundred and thirty pages, sixty-four devoted to history, sixty-four illustrations and maps.

SCRIVEN, George P.—The Story of the Hudson's Bay Company. Washington, 1929.

SIMPSON, Alexander—Life and Travels of Thomas Simpson. Richard Bentley, London, 1845.

One of the controversial books in which Sir George Simpson is attacked by a kinsman.

SIMPSON, Thomas—Narrative of the Discoveries on the North Coast of America by Officers of the Hudson's Bay Company in 1836 and 1839. Richard Bentley, London, 1843.

This is the account of the Dease and Simpson expedition published after the author's tragic death.

SIMPSON, Sir George—Narrative of a Journey Round the World During the Years 1841 and 1842. London, Henry Colburn, publisher, 1847; also published in Philadelphia in 1847, two volumes.

The first volume is particularly interesting for its observations on the fur trade. In the second volume he crosses Asiatic Russia and Europe. Copies are difficult to secure.

SKINNER, Constance Lindsay—Beavers, Kings and Cabins. MacMillan, 1933.

Popular reading on the fur trade.

TREEPORT, Andrew—The Case of the Hudson's Bay Company in a Letter to Lord Palmerston. With appendices. London, E. Stanford, 1857. Nineteen page pamphlet.

TYRRELL, J. B.—Documents Relating to the Early History of Hudson Bay. Edited by J. B. Tyrrell, Toronto, 1931. Champlain Society publication Vol. 18.

One of the most useful books for anyone who reads beyond one of the general Company histories.

UMFREVILLE, Edward—The Present State of Hudson's Bay; Containing a Full Description of That Settlement and Likewise of the Fur Trader with Hints for its Improvement. London, 1790.

Some critical remarks by an ex-employee.

WATSON, Robert—Lower Fort Garry, Hudson's Bay Company, 1928.

An accurate assembling of facts relating to the Lower Fort. Illustrated.

The Hudson's Bay Company (short school history reader). Toronto, Ryerson Press, 1928.

WILLSON, Beckles—The Great Company; Being a History of the Honourable Company of Merchant Adventurers Trading into Hudson's Bay. Toronto, Copp-Clark Co., 1899; London, Smith Elder & Company, 1900.

Good narrative. No bibliography and few footnotes; yet the content is very good. Popular with the fur trade for many years and now out of print but frequently available in second-hand book shops.

Life of Lord Strathcona and Mount Royal. London, Cassell, 1915.

This is the official biography published the year after his death and perhaps too close to the subject to get a correct perspective, but highly interesting.

WOOD, Louis Aubrey—The Red River Colony; Chronicles of Canada, 1915.

Brief, informative beginner's reading.

WORK, John—The Journal of John Work, a Chief Trader of the Hudson's Bay Company, During His Expedition from Vancouver to the Flatheads and Blackfeet of the Pacific Northwest. Edited, and with account of the fur trade in the Northwest, and life of work, by William S. Lewis and Paul C. Phillips, Cleveland. Arthur H. Clark Company, 1923.

A scholarly work in a limited edition.

List B

ADAM, Mercer G.—The Canadian North-West, its history and its troubles from the early days of the fur trade to the era of the railway and the settler; with incidents of travel in the region and the narrative of three insurrections. Toronto, Rose Publishing Company, 1885.

ANDERSON, Rev. David, Bishop of Rupert's Land—Notes of the Flood at Red River. London, Hatchards, 1852.

BACK, Sir George—Narrative of the Arctic Land Expedition to the Mouth of the Great Fish River in 1833-4-5. London, 1836.

BEGG, Alexander—The History of the Northwest. 3 volumes. Toronto, Hunter Rose, 1894; London, 1895.

Heavy political history—plenty of it—with full page pictures of all concerned.

History of British Columbia. Toronto, 1894.

BISHOP OF RUPERT'S LAND—The Net in the Bay; The Journal of a Visit to Moose and Albany. London, Hatchard, 1854.

BRYCE, George—Manitoba; Its Infancy, Growth and Present Condition. London, 1882.

BURPEE, L. J.—The Search for the Western Sea. Toronto, 1908.

On the Old Athabasca Trail. Toronto, Ryerson Press, 1926.

Good blend of modern travel and fur trade history.

BUTLER, Col. (later General Sir) William F.—The Great Lone Land. 1871; Toronto, 1910.

The Wild North Land. 1874; Toronto, 1910.

Two excellent travel books, through one wishes he had written more about people and less about dogs.

CAMERON, Willaim Bleasdell—The War Trail of Big Bear. Toronto, Ryerson Press, 1926.

An incident of the Rebellion of 1885 involving Company men.

CAREY, C. H.—History of Oregon. Chicago, 1922.

CLARKE, S. A.—Pioneer Days of Oregon History. Two volumes. Portland, 1905.

Contains material on the Pacific Coast trade of the Company, with references to McLouglin and Simpson.

COATS, Captain W.—The geography of Hudson's Bay: Being the Remarks of Captain W. Coats in Many Voyages to that Locality Between the Years 1727 and 1751. Edited by John Barrow, F.R.S., F.S.A. London, Haklyut Society, 1852.

COCHRANE, Chas. Norris—David Thompson, the Explorer. Toronto, MacMillan, Canadian Men of Action series, 1924.

COX, Ross—Adventures on the Columbia River. 2 volumes. London, 1831; Second edition, London, 1832; First American edition, New York, 1832.

DAVIDSON, Gordon Charles—The Northwest Company. University of California, Publications in History, vol. 7; Berkeley, 1918.

The chapter on "The Struggle with the Hudson's Bay Company" is especially good.

DOUGLAS T.—A Narrative of Occurrences in the Indian Countries of North America since the connexion of the Right Hon. the Earl of Selkirk with the Hudson's Bay Company and his attempt to establish a colony on the Red River, with a detailed account of His Lordship's military expedition to and subsequent proceedings at Fort William in Upper Canada.

DUGAS, Abbe G.—The Canadian West, Its Discovery by Sieur de la Verendrye. Its development by the fur trading companies down to 1822. Montreal, Beauchemin, 1905.

DUGAS, George—The Canadian West: Its Discovery by La Verendrye; Its Development by the Fur Trading Companies Down to the Year 1822. Translated from French. Montreal, 1905.

DUNN, John—History of the Oregon Territory and B.N.A. Fur Trade. Second edition, London, 1846.

DYE, Mrs. Eva H.—McLoughlin and Old Oregon. Chicago, 1900.

David Thompson, Pathfinder and The Columbia River, Washington. Kettle Falls, 1911.

ELLIOTT, T. C.—Peter Skene Ogden, Fur Trader. Published in the Oregon Historical Quarterly, September, 1910, and reprinted privately by the author.

ELLIS, Henry—A Voyage to Hudson's Bay for Discovery of Northwest Passage in 1746 and 1747 by Henry Ellis. London, 1748.

FRANKLIN, Sir John—Narrative of a Voyage to the Shores of the Polar Sea in 1819-20-1-2. London, 1824.

Narrative of a Second Voyage to the Polar Sea in 1825-6-7. London, 1828.

FREMONT—Donation, Pierre Radisson. Winnipeg, 1934.

FULLER, George W.—A History of the Pacific Northwest. New York, 1931.

GARDINER, Samuel R.—A Student's History of England. London, 1927.

GARRIOCH, Rev. A. C.—The Far and Furry North. Published by the author, 1925.

Hatchet Mark in Duplicate. Ryerson Press, 1929.

Both informal, semi-fictional narratives.

GOSNELL, R. E.—A History of British Columbia. Victoria, 1906.

GREENBIE, Sydney—Frontiers and the Fur Trade. New York, John Day Co., 1929.

Broad in scope, useful and readable, but not a major contribution on the subject.

GUILLET—Early Life in Upper Canada. Toronto, Ontario Publishing Co., 1932.

GUNN, Hon. Donald and Charles R. Tuttle—History of Manitoba from the Earliest Settlement. Ottawa, MacLean, Roger & Co., 1880.

Generally regarded as authoritative but slow reading.

HAMMOND, M. O.—Confederation and Its Leaders. Toronto, 1917.

Useful information about activities of the Canadian leaders in their dealings with the Hudson's Bay Company.

HANNAY, David—The Great Chartered Companies. London, Williams & Norgate, 1926.

HARMON, Daniel Williams—Journal and Voyages in the Interior. Andover, 1820.

Harmon was a partner in the Northwest Company. His book was first published in the United States in 1820 and reprinted many times since. A useful edition is the 1911 one issued by the Courier Press, Toronto, with an introduction by W. L. Grant. Good glimpses of fur trade life.

HEALY, W. J.—Women of Red River: Being a Book Written from the Recollections of Women Surviving from the Red River Era. Winnipeg Women's Canadian Club, Russell Lang & Co., Winnipeg, 1923.

An informative book by the provincial librarian of Manitoba.

HEMING, Arthur—Spirit Lake. New York, MacMillan, 1909.

The Drama of the Forests. Romance and Adventure. New York and Toronto, Doubleday, Page & Co., 1921.

Excellent stories of the North with fourteen of the author's celebrated pictures.

HENRY, Alexander—Travels and Adventures in Canada and the Indian Territories, 1760-1776. New York, 1809; reprint 1908.

New Light on the Early History of the Northwest. Manuscript journals of Alexander Henry, fur trader of the Northwest Company, and of David Thompson, official geographer and explorer of the same company, 1799-1814. Edited by Elliot Coues; 3 volumes. New York, 1897.

HILL, Robert B.—History of Manitoba. Toronto. Briggs, 1890.

A slow moving local history.

HOWAY, F.—British Columbia: The Making of a Province. Toronto, 1928.

HOWAY, Judge F. W.—The Raison d'Etre of Forts Yale and Hope. Royal Society of Canada, 1922.

HUGHES, Katherine—Father Lacombe, Black Robed Voyageur. Toronto, McClelland & Stewart, 1920. First edition, 1916.

Popular and readable biography of a great missionary.

INNIS, H. A.—Peter Pond, Fur Trader and Adventurer. Toronto, Irwin & Gordon, 1930.

A brief biography of a highly controversial Northwester.

The Fur Trade in Canada. New Haven, Conn., Yale University Press, 1930.

The Fur Trade of Canada. Toronto, Oxford University Press, 1927.

These two volumes represent original research into the social and economic significance of the fur trade. They are not popular reading, but notable and useful for the facts which are presented. The 1930 volume is purely historical; the 1927 volume is only descriptive of the trade today.

IRVING, Washington—Astoria: or Enterprise Beyond the Rocky Mountains. London, Richard Bentley, 1836. Three volumes.

IRVING, Washington—Astoria. Rocky Mountains: Scenes, Incidents and Adventures in the Far West. Two volumes; maps. Philadelphia, 1837.

KANE, Paul—Wanderings of an Artist Among the Indians of North America, from Canada to Vancouver's Island and the Oregon Through the Hudson's Bay Company's Territory and Back Again. London, 1859. Also a limited edition by the Radisson Society of Canada, 1925.

A good, useful and interesting travel book by an artist whose pictures are now rare prizes. Contains much informal material about the Company.

KEMP, R. A.—Hudson's Bay: A Half-Breed Dunce and Other Far Western Stories; Mining Camp, Indian and Hudson's Bay tales based on personal experiences. Spokane, 1909.

KENNEDY, H. A.—The Book of the West. Toronto, Ryerson Press, 1925.

A brief history of Western Canada, apparently designed for text book use. Accuracy has been challenged.

KING, Dr.—The Franklin Expedition from First to Last. London, 1855.

LANDMANN, George—Adventures and Recollections. Two volumes. London, 1852.

LAUT, Agnes—Pathfinders of the West. MacMillan, 1918.

Chapters on Radisson and Hearne.

The Conquest of the Great Northwest. New York, George H. Doran Co., sixth edition.

LEACOCK, Stephen—Adventurers of the Far North. Chronicles of Canada, No. 19. Toronto, Glasgow Brook & Co., 1914.

Chapters on Hearne and Mackenzie.

LEITH, C. K. and A. T.—A Summer and Winter on Hudson Bay. Published privately by the authors at Madison, Wisconsin, 192..

Observations and adventures of two geologists, with comments on life in the Company's service.

LUGRIN, N. de Bertrand—Pioneer Women of Vancouver Island, 1843-66. Edited by John Hosie. Published by Women's Canadian Club, Victoria, B.C., 1928.

Useful local biographies in attractive form, with many sidelights on Company life and activities.

MACDONALD, Ranald—The Narrative of His Early Life on the Columbia Under the Hudson's Bay Company's Regime; of His Experience in the Pacific Whale Fishery; and of His Great Adventure in Japan; with Sketch of His Later Life on the Western Frontier, 1824-1894. Edited by William S. Lewis. Published by Eastern Washington State Historical Society, Spokane, Wash., 1923.

MACKENZIE, Alexander—Voyages from Montreal on the St. Lawrence River Through the Continent of North America to the Frozen Ocean in 1789, and to the Pacific in 1790. London, 1801; reprint, New York, 1902.

This is Mackenzie's celebrated and much quoted "Voyages." Copies are very rare.

MACOUN, John—Manitoba and the Great Northwest. Guelph, World Publishing Company, 1882.

A compendium of contemporary information, with some chapters on history and particularly relating to Red River communities.

MAIR, Charles—Through the Mackenzie Basin. A narrative of the Athabasca and Peace River Treaty Expedition of 1899, with notes on the mammals and birds of Northern Canada by Roderick MacFarlane, retired chief factor of the Hudson's Bay Company. Toronto, Briggs, 1908.

MASSON, Louis F. R.—Les Bourgeois de la Compagnie du Nord Ouest. 2 volumes. Quebec, 1889-90.

The primary source of most material relating to the Northwest Company.

M'GILLIVRAY, Duncan—Journal of Duncan M'Gillivray of the Northwest Company on the Saskatchewan, 1794-99. Published by MacMillan, 1929. Notes by A. S. Morton. Limited to 350 copies.

McWILLIAMS, Margaret—Manitoba Milestones. Toronto, Dent & Sons, 1928.

An informative profusely illustrated local history.

METCALFE, J. H.—The Tread of the Pioneers. Published by Portage la Prairie and District Old Timers' Association. Toronto, Ryerson Press, 1932.

Biographical sketches of men who made the district. Valuable local history.

MILTON, W. W. F., Viscount, and W. P. Cheadle—The Northwest Passage by Land. Being an expedition from the Atlantic to the Pacific undertaken with a view to exploring a route across the continent through British Territory by one of the northern passes in the Rocky Mountains. London, 1865.

One of the celebrated travel books of the western history and still good reading. Recently reprinted.

MOORE, Charles—The North-West Under Three Flags, New York, 1900.

MORICE, Rev. A. G., O.M.I.—History of the Northern Interior of British Columbia, 1660-1880. Toronto, Briggs, 1905.

This book has a sub-title "primitive tribes and pioneer traders." It is one of the most interesting in its field, though its accuracy on some minor points has been challenged.

OGDEN, Peter Skene—Traits of American Indian Life and Character by a Fur Trader. London, 1853.

The authorship is disputed.

OLIVER, Edmund H.—The Canadian Northwest, Early Development and Legislative Records. Public Archives of Canada, 2 vol. 1914, 1915.

POND, Peter and others—Five Fur Traders of the Northwest; Being the Narrative of Peter Pond and the Diaries of John Macdonnell, Archibald N. McLeod, Hugh Faries, and Thomas Connor. Edited by Charles M. Gates, with an introduction by Grace Lee Nute. University of Minnesota Press, 1933.

An excellent example of the good scholarship being applied to fur trade history in the United States today.

REED, Charles Bert, M.D.—Masters of the Wilderness. Chicago Historical Society, 1914.

Containing a brief Company history and an unusual account of the Beaver Club of Montreal as told by the grandson of a member.

REPORTS—

Opinions and Award of the Commissioners under the Treaty of July 1, 1863, Between Great Britain and the United States, for the Final Settlement of Claims of the Hudson's Bay and Puget Sound Agricultural Companies, Pronounced September 10, 1869. Montreal, 1869.

Throws some interesting light on the claims of the Hudson's Bay Company.

Relations of the Voyages of Pierre Esprit Radisson in 1692-3-4. Canadian Archives, Report for 1895, pp. 1-83.

A worthy account of the struggle between Radisson and the Hudson's Bay Company.

ROSS, Alexander—The Fur Hunters of the Far West. Two volumes. London, 1855.

The Red River Settlement. 1856.

ROURKE, Louise—Land of the Frozen Tide. London, Hutchinson & Co., 1929.

An English girl marries a fur trader and winters at Chipewyan. Easy narrative of northern living, post war, pre-airplane.

RYERSON, ——— —Years in the Hudson Bay Country.

RYERSON, Rev. John—Hudson's Bay, or A Missionary Tour in the Territory of the Hon. Hudson's Bay Company. Toronto, G. R. Sanderson, 1855.

An intelligent travel book with interesting notes on Dr. John Rae.

SCHOLEFIELD, E. O. S., and R. E. Gosnell—British Columbia: Sixty Years of Progress. Vancouver, 1913.

SELKIRK, Earl of—Sketch of the British Fur Trade in North America, with Observations Relative to the Northwest Company of Montreal. London, 1816.

SHORTT, Adam and A. G. Doughty—Canada and Its Provinces. Edited by Messrs. Shortt and Doughty. London, 1914.

SKINNER, Constance Lindsay—Adventures of the Oregon. Chronicles of America, New Haven, 1920.

Easy reading, but not thorough history.

SOUTHESK, Earl of—Saskatchewan and the Rocky Mountains. Travel and adventure through the Hudson's Bay Company's territories, 1859-1860; maps and illustrations. Toronto, 1870; later edition Edinburgh, 1875.

One of the celebrated travel books of the period; interesting and useful.

STATEMENT RESPECTING THE EARL OF SELKIRK'S SETTLEMENT on the Red River in North America; its destruction in 1815 and 1816; and the massacre of Governor Semple and his party. With observations upon a recent publication entitled "A Narrative of Occurrences in the Indian Countries." London, John Murray, 1817.

The Reply of the Selkirk party to the Douglas pamphlet. Rare. Authorship has been attributed to John Halkett, brother-in-law of Selkirk.

STEVENS, W. E.—Organization of the British Fur Trade, 1760-1800. From Mississippi Valley Historical Society, 1916.

SUTTON, ———Eskimo Year. Toronto, MacMillan, 1934.

TACHE, Mgr. Alex.—Vingt Annees des Missions dans le Nord Ouest de L'Amerique. Montreal, 1886.

THOMPSON, David—Thompson's Narrative of His Explorations in Western America, 1784-1812. Edited by J. B. Tyrrell. Champlain Society, Toronto, 1916.

One of the great historical items of Western history. Highly prized volume; has been sold for more than $100.

TUCKER, S.—The Rainbow in the North. A short account of the first establishment of Christianity in Rupert's Land. Issued for the Church Missionary Society by James Nisbet, London, 1853.

TYTLER, Patrick Fraser, and R. M. Ballantyne—The Northern Coasts of America and the Hudson's Bay Territories. London, 1854.

VANDIVEER, Clarence A.—The Fur Trade and Early Western Exploration. Cleveland, Arthur H. Clark Co., 1929.

Fairly good account, but more romantic than historical.

VOORHIS, Ernest—Compiler of Historic Forts and Trading Posts of The French Regime and of the English Fur Trading Companies. Department of the Interior, Ottawa, 1930.

The 188 page, paper covered mimeographed book is most useful for any student of the fur trade. It was only issued as a preliminary work and all statements are not to be taken as final.

WADE, Mark S.—The Thompson Country. Being notes of the history of Southern British Columbia and particularly of the City of Kamloops, formerly Fort Thompson. Kamloops, 1907.

WALES, William, and DYMOND, Joseph—Astronomical Observation Made by Order of the Royal Society at Prince of Wales' Fort, on the North-West Coast of Hudson's Bay.

Communicated to the Royal Society 16th November, 1769. London, W. Bowyer and J. Nichols, 1770.

WALLACE, J. N.—The Wintering Partners on Peace River; from the earliest records to the union in 1821. With a summary of the Dunvegan Journal. Thorburn & Abbot, 1929.

WARRE, Capt. Henry J.—Sketches in North America and the Oregon Territory. London, 1848.

A beautifully illustrated and rare volume of travel and investigation.

WEST, Rev. John—The Substance of a Journal During the Residence in the Red River Colony, British North America, and excursions among the Northwest American Indians in 1820-23. Maps and illustrations. London, 1827; later edition, Montreal, 1866.

The author was chaplain to the Company.

WOOD, Louis Aubrey—The Red River Colony. Chronicles of Canada No. 22. Toronto, Glasgow Brook & Co., 1914.

WYETH, Captain Nathaniel J.—Correspondence and Journal of Capt. Nathaniel J. Wyeth: A Record of Two Expeditions for the Occupation of the Oregon Country. Edited by F. G. Young. Eugene, Oregon, 1899.

THE FUR TRADE

Commissioner's Office

During his stay in Winnipeg after returning from Hudson Bay, the Governor, accompanied by the Fur Trade Commissioner, inspected the Hudson's Bay Company's fur farm at Bird's Hill and later visited the True Bred Silver Fox Farm in the same vicinity and Lower Fort Garry.

Ian Napier, director of the Hudson's Bay Company and also a member of the Board of the Furness-Withy Company, visited the office during September and also paid a visit to the fur farm.

The Fur Trade Commissioner visited a number of posts in the Mackenzie-Athabasca district after his return from his inspection trip to eastern posts on the *Nascopie*, and also dealt with local matters pertaining to the Mackenzie River Transport. After the Fur Trade conference, accompanied by H. P. Warne, he visited Toronto, New York, Montreal and Ottawa before leaving for a tour of western fur trade centres.

We have had a number of visitors during the past quarter, among whom have been Bishop Fleming, who is now making a tour of the British Isles in connection with mission affairs; N. J. Ogilvie and H. S. Mussell, of the International Boundary Commission; Harvey Weber, of Transport Limited, the Pas; H. M. S., Mrs. and Miss Cotter, of The Pas; S. S. Fletcher, of the London buying office; W. Blowey, of the Steep Rock Muskrat Marsh; Dr. Charles Camsell, Deputy Minister of Mines, Ottawa; Bishop Turquetil, on his way to Churchill after visiting in the East; C. Landau, of Montreal; L. H. Tupman, of the Vancouver Wholesale; Colonel J. K. Cornwall, of Edmonton; and S. Kaufman, of the Montreal office, who was on holiday.

We also had visits from a few of the retired staff recently, including A. Flett, of Pine Falls; W. H. Hutton, of The Pas; and Cornwallis King, our oldest pensioner, who resides in Winnipeg.

It is with regret that we have to record the deaths of two retired employees: W. R. Hamilton at Lachine, Quebec, November 5, and C. H. M. Gordon at Winnipeg, November 1. Mr. Hamilton was born in Edinburgh, Scotland, in 1849 and entered the service first at Montreal in 1866. Leaving the service in 1875, he rejoined in 1898 and served in the St. Maurice section until he was pensioned in 1924. C. H. M. Gordon was born at Helmsdale, Scotland, in 1866 and entered the service in 1882, serving in the James Bay, Superior-Huron and Keewatin districts. He retired on pension in 1927.

Friends throughout Northern Canada will also learn with deep regret of the passing of Archbishop Stringer of Rupert's Land, and of Robert L. Ridley, formerly with the Company, but latterly controller of the New York Auctions Company.

Signatures on the menu card for the Fur Trade Conference dinner

The annual fur trade conference was opened at Hudson's Bay House on Monday, November 5, by R. J. Gourley, member of the Canadian Committee. Those attending were: P. A. Chester, General Manager; Ralph Parsons, Fur Trade Commissioner; J. W. Anderson, James Bay district; J. Bartleman, Mackenzie-Athabasca district; W. Black, Fur Trade Commissioner's office; R. H. G. Bonnycastle, Western Arctic district; W. E. Brown, Nelson River district; J. Cantley and W. M. Conn, Fur Trade Commissioner's office; M. Cowan, Superior-Huron district; A. B. Cumming, British Columbia district; W. O. Douglas and E. W. Fletcher, Fur Trade Commissioner's office; S. H. Parsons, Labrador district; H. G. Reid, Mackenzie River Transport; R. A. Talbot, Saskatchewan district; H. P. Warne, Fur Trade Commissioner's office; George Watson, St. Lawrence-Ungava district; A. Bruce, Winnipeg depot; L. A. Graham, Montreal depot; L. D. Hughes, Wm. Nairn and J. Poitras, Winnipeg depot; W. Watson, Edmonton depot. On the evening of November 5 the members of the conference were the guests of the Canadian Committee at dinner and at a showing afterwards of the motion pictures taken during the Governor's voyage on the S.S. *Nascopie* ast summer. On Tuesday a fur trade lunch was held at the retail store, at which representatives of the other departments in Hudson's Bay House and of the retail store were among the guests. The conference was concluded on the afternoon of November 7 by a visit to the Company's new fur farm at Bird's Hill, followed in the evening by a fur trade staff dinner at the Fort Garry Hotel.

The S.S. *Nascopie*, despite the adverse ice and weather conditions encountered throughout the voyage, arrived back at Halifax on time, October 1. The vessel has been laid up there for the winter and Captain Smellie has returned to Winnipeg.

R. H. G. and Mrs. Bonnycastle have been receiving congratulations on the birth of a son born September 26.

During the past quarter, W. Black and J. LeM. Jandron have visited a number of posts in the Superior-Huron district. Lately Mr. Jandron has been relieving O. D. Wylde, who had an accident at La Sarre and Mr. Black visited Port Simpson in connection with the reopening of our post there.

A. M. Jones, of the Calgary fur purchasing agency, made an extended fur buying trip down the Mackenzie river this summer and returned to Calgary again just prior to the opening of the season. D. O. Morris, master of the *Fort Severn*, is assisting him at Calgary. G. A. Russell is in charge of the agency at Grande Prairie. W. M. Ritchie returned recently to North Bay after a vacation in the United Kingdom, during which he spent some time at the London fur warehouse. P. J. Carey is in charge at Peace River this winter. After

spending the summer with the Mackenzie River Transport, J. Neely is back in charge of the Regina agency. N. A. Wilding has been transferred from Moose Factory to The Pas agency. R. Bassett took over the duties of cashier at the Fur Trade Commissioner's office after returning from the Mackenzie River Transport.

J. E. Love and F. Budde have been appointed consignment agents, the former working in Eastern Canada and the latter in the West. W. O. Douglas has also been soliciting consignments in Ontario recently.

The Company's new fur farm at Bird's Hill, probably the most modern in Canada, is now in full operation. R. Wright is manager and he is assisted by J. B. Renny and H. G. Smallman.

The following members of the Winnipeg fur trade staff were presented with long service medals and bars by the Governor during his visit to Winnipeg: Miss L. Nusin, silver medal; John Henry, second silver bar; S. Jenner, third gold bar; J. Courtney, second silver bar.

British Columbia District

In 1831 the Company established a fort at Port Simpson, and in 1834, just one hundred years ago, the "new" fort was built. This remained a point of considerable importance, even after the depletion of the sea otter, but in 1912 the post was closed, much of its former business having been diverted to Prince Rupert, the new railway terminus thirty-five miles to the south. It is, therefore, with much interest that we record the re-establishment of the Company's fur trade post at Port Simpson in November of this year. The solid old log buildings, with a small bell-tower over the store, were lost by fire some two years after the post was closed; the present store is situated several feet nearer to the water front, but still within the limits of the former stockade. Mr. Geo. P. McColl, a well qualified local resident, has been placed in charge, with V. Hawken, formerly of Hazelton post, as his assistant, and they have our best wishes.

In an effort to establish new fields of operation, winter camp trades have been established at Frances Lake, north of Liard, and at Finlay Forks, below Fort Grahame.

W. G. Crisp has been placed in charge of Kitwanga post, replacing S. E. Blaxell, who has returned to England. Apprentice R. S. Cunningham has been transferred from Babine to Bear Lake, and a new apprentice, C. D. Stevens, has been sent to Babine.

We regret to learn of the death of Thos. Hammett, pensioner, who was in charge of McLeod's Lake until his retirement in 1920.

Whitewater post was used as a supply base by the Bedaux expedition, a few tons of freight having been shipped to that point from Prince George. It is regretted that the main party did not reach Telegraph Creek, although that part of the journey was made in September by Mr. E. C. W. Lamarque.

This fall marks the opening of air mail service from Carcross to Telegraph Creek, and trips will be made twice monthly throughout the winter; this service was formerly performed by dog sleigh.

Among recent visitors to the district office were: Mr. Napier, one of the London directors, accompanied by the General Manager, P. A. Chester; also Mr. F. C. Weems, of New York; Mr. and Mrs. C. H. French, of Victoria; Martin McLeod, of the Mackenzie River Transport; J. Budde, of the Winnipeg office and of our own staff; Mr. and Mrs. J. Gregg, of Telegraph Creek; and O. B. Utterstrom from McLeod's Lake.

Mackenzie-Athabaska District

We extend congratulations to Mr. and Mrs. D. M. Cuthill, of Sturgeon Lake post, on the arrival of a baby boy at High Prairie on 28th June. The baby has been named William Charles, after his grandfather in "Auld Reekie."

In August we had a visit from the Reverend J. W. Johnson from Fort McPherson, who was en route to Winnipeg.

H. J. Gallagher, of Wabasca post, visited the Winnipeg depot in August and made considerable purchases for winter trade.

The following members of the staff are at present on furlough: Mr. and Mrs. Bruce Clark, of Little Red River post, are in New Zealand; J. G. Craig, of Nelson Forks post, and J. R. Pullman, of Fort Smith post, are both in England.

Congratulations to Mr. and Mrs. W. M. I. Skinner, of Fort Good Hope post, on the arrival of a baby at Fort Simpson in August.

Mr. and Mrs. A. H. Russell and family, late of Hudson's Hope post, returned from their furlough in England in October, and were transferred to Wabowden post on the Hudson's Bay railway in the Nelson River district.

The Fur Trade Commissioner, accompanied by the district manager, made a trip of inspection at the end of September down the Athabasca river and as far as Fort Smith and Gravel Point.

In October Mr. and Mrs. I. M. Mackinnon, of LeGoff post, accompanied by their new baby, paid a visit to Vancouver. During the absence of Mr. Mackinnon, J. R. Pullman took temporary charge of the post.

In September we had a visit from Mr. I. P. R. Napier, of London, England, one of our directors. He was accompanied by Mrs. Napier and the General Manager.

John Milne, lately in charge of Fort Simpson post, has been appointed inspector, and takes up residence at Fort Smith. Mr. and Mrs. Milne arrived at Fort Smith at the end of September.

During October G. S. M. Duddy, of Fort McMurray post, and P. Foreman, of Cold Lake post, paid a visit to Edmonton for the purpose of purchasing stock, and at the same time received instruction at the Edmonton fur purchasing agency.

A very successful fur trade conference was held at Winnipeg in the beginning of November, which was attended by the district manager.

C. E. Joslyn, manager of the Land Department, was a visitor to Edmonton in November.

An extensive building programme has been in progress at Fort McMurray since the fire last June, and there are now some nice buildings at this point, including a first class hotel. Although the Hudson's Bay Company buildings were not destroyed by fire, an entirely new post was erected on a new site, and is now being successfully operated.

J. G. Rosser, of the Prince Albert fur purchasing agency, was a visitor to the district office in the fall after making a trip down the Mackenzie river to Aklavik.

Mining activities still continue at Fort Dease, Great Bear Lake, and a new excitement was created on Lake Athabasca by discoveries said to be in the shape of gold deposits.

Mackenzie River Transport

Navigation season 1934 was brought to a close on 18th October when M.B. *Canadusa* arrived at Waterways with the crews of M.T. *Dease Lake* and M.T. *Hearne Lake*. As the passengers from S.S. *Distributor* did not arrive at Waterways until 29th September, the last few weeks were busy ones in saying "have a good winter" to passengers going "outside," to the officers and crews proceeding to their homes and, finally, and most enthusiastically, to those left on the platform as the train on 26th October took us south to Edmonton and Winnipeg.

The season has been very successful in that the tonnage shipped from Waterways was substantially in excess of that for recent years, that it was all delivered, and that no serious accidents occurred. The new vessels proved their utility and were kept busy when commissioned during the latter part of the season.

Navigation difficulties in Bear river caused considerable delay and inconvenience to M.T. *Hearne Lake* and her barges, as she was unable to make headway in the shallow swift water unassisted. The stories current during August and early September about the various vessels in Bear river were not conducive to calm anyone of a nervous disposition, but fortunately the moccasin telegraph had merely added some colouring matter to make them more palatable and we were able to deliver the freight safely.

M.T. *Pelly Lake* had a busy and, for her, unusual season freighting from Arctic Red River to Tuktoyaktuk, and again proved a good vessel.

S.S. *Distributor* left on her last voyage in mid-August with a full load for Aklavik, but owing to weather conditions a slow voyage was made. The passengers however reported an enjoyable trip, and Mr. J. J. G. Rosser, of Prince Albert fur purchasing agency, who made the round trip, will assuredly have many a tale to recount. Other passengers north bound included Bishop Rowe of Alaska, Dr. McLaughlin, Minnesota, and Mr. Chapin, Calgary; while among those "going out" were Mrs. Urquhart, Mrs. Porsild, Mrs. J. A. Parsons, Miss Tomlin, S'man Neary, R.C.S., and Corporal Wilde, R.C.M.P., all of Aklavik; Messrs. Kilgour, Milne, Heath, McIsaac, Whittington, McDonough and Ostregard, of Arctic posts; and Lieut. Hinds and Mr. Cranston, of the Hawaiian Arctic Expedition.

During the latter part of the summer S.S. *Athabasca River* was overhauled with a view to her being used between Waterways and Fort Fitzgerald next season.

There was considerable excitement at Fort Chipewyan when gold strikes were made during August and September at Lake Athabasca, and we hope that the development work will prove the existence of the metal, as the area previously has been the scene of various abortive strikes.

The Fur Trade Commissioner and J. Bartleman visited Waterways in the middle of September and proceeded to Fort Fitzgerald on M.B. *Canadusa*. R. H. G. Bonnycastle spent a few days at Waterways on his way to Winnipeg, and we congratulate him and Mrs. Bonnycastle on the arrival of a son and heir.

Col. H. G. Reid had an eventful trip by air to Great Bear Lake during September, which culminated in a wait of about a week at Fort Norman on a plane to bring him south.

G. H. McKay visited Fort Fitzgerald and Fort Smith prior to the departure of S.S. *Distributor* in August.

The crew of M.T. *Hearne Lake*, which is wintering at Cameron Bay, were flown out at the end of September.

The break up of the Waterways staff at the end of October saw J. G. Woolison, R. H. Wilson and G. Garden go to their respective fur purchasing agencies, Miss Clark leaves for a welcome vacation at the Coast, and G. E. Geddes and R. H. Hamilton head for New York and Edmonton respectively. H. L. Woolison has been temporarily transferred to the Fur Trade Department.

H. N. Petty returned to the office on 1st November looking much better after his convalescence in British Columbia.

Colonel Reid left in the middle of November for a trip to the West Indes.

Western Arctic District

The past summer and fall has been a period of extremely interesting and even exciting events in the Western Arctic, due to the utilization for the first time of the Mackenzie river route for shipment of Western Arctic supplies.

A very satisfactory base was established at Tuktoyaktuk harbour on the Arctic coast twenty miles east of the mouth of the Mackenzie river. On what was previously a barren stretch of tundra, a tent village sprang up almost overnight in early July and enormous piles of freight were landed by the *Pelly Lake*, to be covered with tarpaulins until sent forward to the various posts.

On July 18 our new vessel, the *Margaret A*, arrived and started the next day for Herschel Island with supplies for that post. Returning from Herschel Island, a full load of supplies was taken into Coppermine, which was reached August 1, setting up an all-time record for early shipments to that point. Great credit is due Captain C. H. Roberts for making this early trip without any local assistance or previous experience in Arctic waters.

Meanwhile building operations were proceeding apace at Tuktoyaktuk. P. Patmore was in charge of all operations at the base end and, with his assistant Kenneth McCleery, put in a very busy and productive summer. George McLeod, who must be the most travelled carpenter in Canada, erected a first class dwelling house, warehouse and wharf before the end of August.

The establishment of Tuktoyaktuk provided a very strenuous introduction to the Arctic for our five new apprentices—Ian Wilson, J. J. Wood, D. G. Sturrock, G. H. Burnham and Ian Law—who put in two months' hard work handling freight and erecting buildings before proceeding to their posts.

On August 29 the long awaited *Fort James* arrived after her 11,000-mile voyage from Newfoundland through the tropics, North Pacific and Bering Sea. It was a great day when she tied up at the new wharf, as most of the old-timers had predicted she would be unable to negotiate the passage into Tuktoyaktuk harbour. With the season already late, no time was lost in loading her for Coppermine and Cambridge Bay, and she left at the beginning of September for the East. A very stormy passage followed, during which the little vessel dived, pitched and shipped so much water that several tons of deck cargo had to be jettisoned for the safety of the ship. Harry Sites, who shipped as cook from Tuktoyaktuk, had his galley feet deep in water, while the amateur members of the crew (George McLeod and J. E. Sidgwick as seaman and D. G. Sturrock as steward) had a rough time. Coppermine was finally reached and, as it was too late now to complete the voyage to Cambridge Bay and still bring the crew out by aeroplane, Mr. Bonnycastle, Captain Snelgrove and Messrs. Cranshaw and Wilson disembarked here and flew outside. R. J. Summers was appointed master and completed the voyage to Cambridge Bay, bringing the vessel back to winter quarters at Bernard Harbour, where he and his crew, consisting of L. White, Wm. Starkes and Isaac Mercer, are living aboard.

The *Margaret A* meantime was not so fortunate and, after a tempestuous return from her first trip to Coppermine and an equally tempestuous second trip to the same point, was finally the victim of engine trouble and obliged to tie up for the winter at Letty Harbour. Some concern was felt for the safety of vessel and crew until late in October, when word was received via the new Catholic mission short wave radio station at Letty Harbour that all were safe there. Arrangements have been completed to bring out Captain Roberts and Messrs. Weidmann and Larocque by plane, while Geo. Abbs, J. Elneff and E. Chappell are remaining by the vessel for the winter.

The schooner *Aklavik*, with Wm. Gibson and Mr. and Mrs. E. J. Gall as crew, also had a strenuous summer making two trips out from Coronation Gulf to Tuktoyaktuk, being finally frozen in near Cambridge Bay while *en route* to King William Land.

Very severe weather was encountered in September throughout the Arctic and many of the small schooners made very rough passages while heavily loaded, particularly A. W. Watson and W. G. Purcell in the *Sea Wolf* and Wm. Storr and Henry Jensen in the former's *Eagle*.

Rev. J. H. Webster was welcomed back to Coppermine this summer accompanied by his bride, who came all the way from England to Aklavik for their marriage.

W. F. Joss was in a hurry to get back from his furlough in the Old Country, and covered the distance from Aberdeen to Great Bear Lake in the astonishing time of ten days flat.

James A. Thom flew out from Coppermine in September on sick leave and is at present undergoing medical treatment in Toronto, where he is making satisfactory progress.

After an adventurous journey from Aklavik, Rev. H. R. Rokeby-Thomas finally arrived at Cambridge Bay in September to re-open the Anglican mission there.

D. G. Sturrock set up his short wave radio station VE5LD at Tuktoyaktuk while *en route* to Cambridge Bay and put that point on the map by carrying on direct communication with amateurs in Australia, Japan and many points on this continent.

Although on account of transport difficulties he has not seen any other Company man for over two years, Chas. V. Rowan advises that he is enjoying life at Fort Collinson and that everything is going well there.

Patsy Klengenberg returned to Wilmot Island on the *Fort James* and is looking forward to a good season on the trap line. He was accompanied by Alex Eccles, of Great Bear Lake.

J. E. Sidgwick, Thos. Scurfield and E. H. Riddell have now completed their first year in the Arctic and are enthusiastic about their new life.

R. H. Kilgour and F. B. Milne proceeded to Scotland on furlough in October, having completed their apprenticeship. F. B. Milne celebrated his return to civilization by getting married to Miss Tomalin, who spent the past year at the mission school at Shingle Point. He took his bride to Scotland for their honeymoon and our best wishes go with them.

We much appreciated A. M. Jones's visit to the Western Arctic during the past summer in connection with fur buying and hope to see him back again.

D. C. McLeod, of Aklavik, is employed as caretaker of our establishment at Tuktoyaktuk and will spend the winter months there.

L. A. Learmonth is still at King William Land, F. R. Ross at Reid Island, Ralph Jardine at Bathurst Inlet, and Mr. and Mrs. J. H. Bonshor at Aklavik, but J. W. Sinclair has been transferred to Letty Harbour and Angus Gavin to Cambridge Bay. Mr. and Mrs. W. P. Johnston were settling down nicely at Herschel Island when last heard from.

Saskatchewan District

The Governor, Ralph Parsons (Fur Trade Commissioner) and H. Bassett (Associated News photographer) visited Cumberland House post during August, and then proceeded to Norway House, where they were met by R. A. Talbot, district manager, and the party called at Beren's River post en route to Winnipeg, which point was reached August 20.

J. Runcie and family and E. J. Leslie returned to Winnipeg on October 9 after spending a furlough in Scotland.

We welcome the following who have joined the staff of this district: J. R. McDonald, who has taken over the management of Pas Mountain post; and J. R. Dickie, apprentice clerk, who is stationed at Little Grand Rapids post.

The following staff changes have taken place during the last quarter: William Mitchell, who was temporarily in charge of Island Lake post, has taken over the charge of Montreal Lake post. F. J. Mitchell, transferred from the charge of Montreal Lake post to that of Green Lake post. F. Reid, transferred to the management of Pelican Narrows post from that of Green Lake post. W. C. Rothnie, of Pelican Narrows post, has been transferred to district office. G. B. Wright, who was temporarily

in charge of Little Grand Rapids post, has been transferred to God's Lake, where he will act as manager of Gisipigmack outpost.

R. A. Talbot, district manager, returned to Winnipeg on August 20 after visiting the following posts: Beren's River, Little Grand Rapids, Deer Lake, Island Lake, God's Lake, Oxford House, Rossville and Norway House.

G. C. M. Collins, manager at Norway House, spent a few days in Winnipeg during August selecting merchandise for his winter trade.

R. W. Murray, district accountant, visited God's Lake, Island Lake and Norway House posts during the month of August.

The sympathy of the staff is extended to Mr. and Mrs. Norman Macdonald, of Cedar Lake, whose infant daughter died on September 8.

Wm. McGilvray, apprentice clerk at Norway House, underwent an operation in Winnipeg recently, and we are pleased to report that he has now fully recovered and has returned to duty.

Included in our visitors to the district office during the past quarter were the following: W. W. Kirkland and party from Chicago, who made a canoe trip from Norway House to York Factory and Gillam via God's Lake and Shamattawa posts; Madame Edouard Guyot de Mishaegen, Brasschaet, Belgium; Monseignor Martin Lajeunesse, Bishop of Keewatin; Messrs. R. Mayson and A. M. Campbell, of the M. & C. Aviation Company, Saskatoon.

It is with regret that we report the death of C. H. M. Gordon, which occurred in Winnipeg General Hospital on November 1. Mr. Gordon was born at Helmsdale, Scotland, on March 13, 1866, and entered the service of the Company on May 2, 1882. His early years in the service were spent at posts in the James Bay district and also in the Superior-Huron district. He joined the Saskatchewan district in 1916 at God's Lake post, at which place he remained in charge until 1921, being transferred from there to the charge of Fort Alexander post, which charge he retained until he retired on pension in 1927, the possessor of the Company's gold medal and three bars. Our deepest sympathy is extended to his son William, who is stationed at Isle a la Crosse post, also to his son Walter, who is stationed at Shamattawa post, besides the rest of his family, who are resident at Pine Falls, Manitoba.

Thomas Garrioch retired from the service of the Company on May 31 last, after having completed forty-eight years' service, all of which was spent at Cross Lake post. We trust that he will be spared many years to enjoy the pension he is now receiving.

Nelson River District

The following staff changes took place during the past few months: G. Anderson took charge of Nonala post in place of W. A. Heslop, who has gone to the Old Country on a well earned furlough; J. M. S. McLeod transferred from Tavane to Baker Lake; R. G. B. Butchart transferred to Mackenzie-Athabasca district, and P. Dalrymple from Baker Lake to Tavane.

We welcome to the district Mr. and Mrs. R. H. Cook and Mr. and Mrs. A. H. Russell. Mr. Cook, late of James Bay district, is now in charge of Gillam post and A. H. Russell, late of Mackenzie-Athabasca district, is now at Wabowden.

J. G. Boyd took temporary charge of Wabowden post during the early part of October but came to Winnipeg for medical attention. He is now undergoing treatment at the Winnipeg General Hospital. We are pleased to report that he is progressing favourably.

P. J. Carey completed his duties as transport officer at Churchill at the end of September. After a short holiday in Winnipeg, he was transferred to the transport department at Peace River.

D. O. Morris, master of the M.S. *Fort Severn*, arrived in Winnipeg during the middle of October after a very successful season in the Bay. He has been transferred to the Calgary F.P.A. for the winter.

Other members of the M.S. *Fort Severn's* crew who were transferred for the winter season were as follows: H. Moore to New Churchill, B. Moore to Fort Churchill, J. Harvey to Caribou and E. Batstone to Long Point.

A. Harkes returned from furlough in the latter part of September and again took charge of Shamattawa post.

S. A. Keighley returned to Caribou post in September after a holiday in the United States and Canada.

R. Kyle Muir recently arrived in Winnipeg after spending the summer at New Churchill post. After a short stay in the city he proceeded to Wabowden post, where he will spend the winter.

A. McKinley recently returned from a trip to the Old Country and is now back in charge of Split Lake post.

Among the visitors at this office during the last quarter were the following: Bishop Turquetil, Archdeacon Faries, J. O'Brien and R. A. Mason.

J. O'Brien, who was a member of the first Byrd Antarctic Expedition, is now at Churchill awaiting favourable weather conditions for the start of a contemplated dog-team journey from Churchill to Aklavik across the northern section of Canada. H. Pease is also at Churchill awaiting opportunity to proceed to King William Land by dog-team in search of Franklin records.

R. A. Mason, lately arrived from the Old Country, is now at Gillam studying the life and folk-lore of the Indians in that area.

Mme. Edouard Guyot de Mishaegen, of Chateau de Mishaegen, Brasschaet, Belgium, is now in the Pukatawagan area, where she intends to spend the winter for the purpose of studying living conditions and wild life.

It is with the deepest regret that we announce the tragic loss of the Rev. Honore Pigeon, O.M.I., near Chesterfield on or about October 3. Father Pigeon was lost in a blizzard when walking overland from Baker Foreland to Chesterfield. Subsequent search parties failed to locate him, and it was only after several weeks of unremitting effort that the searchers were forced to give up their hope of finding him alive.

W. E. Brown, acting district manager, returned to Winnipeg at the beginning of October after spending the summer season on the M.S. *Fort Severn* visiting the Nelson River district posts on the Hudson Bay coast. Gillam and Wabowden posts were also visited and inspected.

On October 12 the M.S. *Fort Severn* was hauled out on the slipway at Cockles Point, this marking the completion of a very successful freighting season. All supplies were safely delivered and a record tonnage was handled.

Considerable delay was experienced in making delivery of supplies to Repulse Bay owing to the unusually severe ice conditions. After the schooner managed to slip around Beach Point and into the Bay the ice again closed in and it was only after forcing her way through the heavy ice pack, in which the new ice was making, that the schooner managed to pass Beach Point south-bound. The past summer was marked by an almost complete absence of "open water" at Repulse Bay.

Amongst the passengers to make the last trip of the *Severn* were the following: Miss M. Anderson to Chesterfield and W. B. Elliott from Chesterfield to Churchill. We would take this opportunity to extend our congratulations and best wishes to Dr. L. D. Livingstone and Miss Anderson on the occasion of their wedding at Chesterfield this fall.

Superior-Huron District

The Fur Trade Commissioner paid short visits to Hudson, Minaki, and Sioux Lookout posts early in October.

M. Cowan, acting district manager, has visited Cavell, Minaki, St. Anthony Mines, Hudson and Sioux Lookout recently.

W. Black has also been visiting several of our line posts lately and spent quite a little time at Red Lake when the fall and winter goods were being received.

J. LeM. Jandron inspected Dinorwic, Montizambert and Nipigon posts in October.

A. Riach has been appointed manager at Cavell; A. L. Hill transferred from Bucke to charge of the outpost at the St. Anthony Gold Mines; and Jas. Glass, formerly manager at Gogama, and who has just returned from furlough in the Old Country, has been placed in charge of Sioux Lookout post.

W. R. Cargill, who has been in charge of Sioux Lookout post for the past five years, has been appointed manager of Moose Factory post in James Bay district. We all wish him success and happiness in his new charge.

John C. Bourque has joined the service as apprentice at Mattice post, and R. Forsythe and V. Pauls as clerks at Red Lake.

Mr. and Mrs. J. A. Wynd, of Gogama post, are the proud parents of a baby girl who arrived in the early summer. Congratulations are also extended to Mr. and Mrs. A. Hughes, of Osnaburgh post, to whom a son was born in Winnipeg on September 13.

J. Mathieson, of Ogoki, L. Yelland, Minaki, L. O. Bastow, Lac Seul, J. Glass, Sioux Lookout, and W. R. Cargill, now of Moose Factory, were all visitors at district office recently. Miss M. Prior, of Sioux Lookout, was also in Winnipeg for a few days.

H. L. Woolison, of the Mackenzie River Transport Department has been spending the past few weeks at Sioux Lookout assisting with the office work. Miss L. Acott has joined the staff there as office assistant.

The warehouse at Long Lake post was entirely rebuilt during October.

The outpost building at the St. Anthony Gold Mines, which consists of a combined store and dwelling, was completed and open for business early in October.

Our best wishes for their future happiness are extended to Mr. and Mrs. Wm.

Macfarlane, of Allanwater post, who were married at Sioux Lookout on the 8th September. Mrs. Macfarlane was previously Miss Marjorie Ward, of Belleville, Ontario.

Four of the local Indians at Long Lake realized large amounts of money when their claims on the Suicide river were taken over by the Big Long Lake Mines. Substantial down payments were made to the Indians and they are to receive the total payments within two years. Jellicoe is also the centre of a great deal of mining activity these days.

Freeze-up has been exceptionally late this year all though the district. At date of writing (15th November) Red Lake and Lost Lake are still open, although the smaller lakes in between are frozen over.

James Bay District

The 1934 transport season finished rather late in October, due to adverse weather conditions. The summer of 1934 will be altogether memorable for heavy ice and lots of bad weather. The *Fort Amadjuak* has been shipped to Montreal, the *Fort Churchill* winters at Moose Factory and the *Fort Charles* at Albany. Captains Barber and Neilsen duly returned to their respective homes, and likewise Engineers Bradbury and Cadney. During the summer we towed from Great Whale River the schooner *Fort George* to be repaired and held at Moose Factory as a reserve vessel.

During the summer Dr. Tyrer, Indian agent, after making the treaty flight for treaty No. 9 with Paymaster H. N. Awrey, made his usual summer patrol of the James Bay posts and as far north as the Belcher islands in the M.B. *Charles Stewart*. He was accompanied by Corporal Covell, who made a patrol as far as the Belcher islands to visit the Eskimos there. Mrs. Tyrer and family spent the greater part of the summer at Charlton Island, accompanied by her daughter, Miss Lorna Tyrer, and niece, Miss Audrey Tyrer, both of whom came to spend the summer in James Bay during the holiday season. Skipper Jim Gunner was again in charge of the *Charles Stewart*, while Mr. Ouilette was engineer. Mr. T. Lazier also accompanied the *Charles Stewart* on its summer patrol. In addition to Corporal Covell's patrol with the *Charles Stewart* Constable Hopkins made several other patrols during the summer months. In September Corporal Covell left Moose Factory to spend some time at the Royal Canadian Mounted Police headquarters at Regina, and we expect that he will return in December.

Inland transport conditions were also exceptional this summer in that rivers were extremely high, caused in the first instance by a heavy snowfall and throughout the summer by heavy rains. As can be expected from a cold and wet summer, considerable sickness developed amongst the Rupert's River freighters, which hampered operations considerably.

Rev. Father Saindon, accompanied by Father Desnoyer, made an aeroplane inspection of the missions at Moosonee, Albany, Attawapiskat and Fort George. Father Meilleur, formerly in charge of the Attawapiskat mission, is now stationed at Moosonee, while Father Saindon himself, in company with Father Perron, will be spending the winter at Moose Factory. Father Langois is in charge of Attawapiskat in place of Father Meilleur, while Father Belleau, who has been out on sick leave, has not yet returned but expects to do so during the winter.

We have already advised in the September issue of the furloughs of Messrs. Ambrose and Bremner, and we now report that Messrs. Dunn and Ross have also gone on furlough to the Old Country and will be returning in the spring. In August Apprentice B. C. Bailey from Montreal came into the district and takes up duty at Fort George post, while Roderick McDonald, of Rupert's House, goes to Great Whale River as apprentice interpreter. In October W. R. Cargill arrived at Moose Factory from Sioux Lookout to take charge from N. A. Wilding, who has been transferred to the fur purchasing agencies. Among other staff transfers to be noted at this time are D. G. Boyd, who takes charge of Kanaaupscow outpost; R. J. Spalding, who takes charge of Nemaska post; and E. McLeod, who takes charge of Neoskweskau. Miss H. Dawe, who was for two years housekeeper in the staff house at Moose Factory, left that point for Toronto in October. With the changed arrangements now in force at Moose Factory the staff house there will no longer be occupied.

Right Rev. J. G. Anderson, Bishop of Moosonee, visited Moose Factory and Eastmain during the summer months. The Rev. R. E. Jocelyn and the Rev. G. Morrow were also out for short visits during the summer. The Rev. Gilbert Thompson is now a proud father and went south in the fall of the year to bring Mrs. Thompson and baby, Master Fred Thompson, home to Moose Factory. Mr. Thompson, due to the wet summer, has had considerable difficulty with his farming operations at Moose Factory but, due to the herculean efforts of Mr. Card, farm instructor at the mission school, sufficient hay has been secured for the winter.

During the month of September J. D. Kingston retired from the management of the James Bay Inn and was succeeded by Mr. Burroughs. At the time of writing we understand the T. & N.O. Hotel, the James Bay Inn will be closed for the winter, and likewise the Moosonee station, but that we will have a fortnightly train service throughout the winter months.

Mr. John Grierson this summer completed a successful Atlantic flight from the United Kingdom to Ottawa, and he called for lunch at our Fort George post and spent the night at our Eastmain post before flying to Ottawa. We have already reported the R.C.A.F. aerial survey station at Eastmain during the summer under the command of Flying Officer McNab. The weather was not at all propitious for their work.

During the summer we had a visit from Father Cooper, noted anthropologist from the Catholic University of America, who for a number of years has been making an extensive study of the natives of the James Bay area. Father Cooper visited Rupert's House and, after conducting some investigations at Moose Factory, he left for the South again. Another visitor during the summer was Mr. H. W. Jones, of the hydrographic survey, who erected tide gauges at our wharfs at Charlton and Moosonee. We have also reported that earlier in the summer we had our usual annual visit from our old friend, Mr. H. N. Awrey, paymaster for treaty No. 9, and who has been on these annual trips for some twenty-five years.

An important item of news is the arrival of a daughter on 22nd August last to Mr. and Mrs. W. T. Watt, of Fort George. The little girl is to be named Dorothy and latest reports were to the effect that she was progressing very well. We regret to hear that Mrs. J. S. C. Watt has been ill at Rupert's House with muscular rheumatism and trust that she will improve with the advent of cold winter weather.

In October W. H. Houston made a visit to Winnipeg for the purpose of buying Christmas stock and generally increasing his experience in merchandising.

In October of this year James Bay district office was transferred from Moose Factory to Hudson's Bay House in Winnipeg. Moose Factory was the residence of the first Governor of the Company in Canada, Governor Chas. Bailey, and it has always been a headquarters of some importance. For a number of years it was the residence of the chief factor in charge of the southern department, and in modern times it became the district office of James Bay district. Changed conditions, however, due to the construction of the T. & N.O. Railway to tidewater at Moosonee, make it more advantageous for the district office to be located at Winnipeg.

St. Lawrence-Ungava District

The Governor spent a few days in Montreal in September on his way to England. During his visit he gave an interesting address to the Canadian Club of Montreal on the subject of his voyage to Hudson Bay. M. Lubbock and G. R. Macdonald accompanied the Governor. Mrs. P. Ashley Cooper was also a visitor during August on her way to New York.

Ian Napier, member of the London Committee and a director of Furness-Withy & Company Limited, paid us a visit in September and again on his return in November.

The S.S. *Nascopie* reached Halifax safely on October 1, completing her annual northern voyage on schedule in spite of delays caused by abnormal fog and ice conditions. She is wintering at Halifax.

The Canadian government party, which included Major D. L. McKeand (officer-in-charge), Supt. T. H. Irvine (commanding G. Division, R.C.M.P.), Dr. J. A. Bildfell, E. F. G. White, Dr. S. Hadwen, D. Lechman, F. Gilbert, Sergeant W. C. Tyack, Corporals Moore and Wishart, and several constables of the R.C.M.P. arrived in Montreal on 2nd October en route to Ottawa. A. Copland, King's Scout McCallum, and Pipe Sergeant Hannah accompanied the party.

J. G. Cormack and J. C. McGibbon sailed from Halifax for Scotland, where they are spending their furlough.

A. Smith, of Port Burnell, came out on the S.S. *Nascopie* for medical attention at Montreal, and later went to Scotland on leave of absence.

D. E. Cooter, of Seven Islands, W. A. Wickham, of Bersimis, and R. M. Howell, of Mutton Bay, are also on furlough. The two first named are in England, while Mr. Howell is at present in Newfoundland.

W. Black spent the month of August relieving L. A. Graham at the Montreal depot during the latter's vacation.

Rev. H. N. Duncan and G. Nicholson, of the Anglican missions at Pangnirtung and

Fort Chimo respectively, who came out on the S.S. *Nascopie*, spent a few days in Montreal before leaving for Great Britain.

F. McLeod, of Woswonaby post, spent a short vacation at Cochrane. Unfortunately his second youngest boy developed spinal meningitis, from which he did not recover and died on 23rd October in the Cochrane hospital. The sympathy of the district staff is extended to Mr. and Mrs. McLeod in their bereavement.

Congratulations are extended to Mr. and Mrs. T. D. Lindley, who were married in Quebec City on 13th November 1934.

O. D. Wylde, La Sarre, suffered a painful injury in an automobile accident which occurred on October 27, 1934, having his right knee-cap badly broken, as well as a rib. He is making good progress towards recovery. J. LeM. Jandron, of the F.T.C.O., is relieving Mr. Wylde during his sojourn in the Noranda hospital.

C. E. Letour was relieving at Pointe Bleue post and is now at Bersimis as assistant. P. Letellier, apprentice at Bersimis, has been transferred to Romaine in the same capacity.

J. Harris, of Toronto, has been relieving C. Picaude at Bersimis, and is now at Seven Islands relieving T. D. Lindley, who is on vacation in Quebec and Montreal.

J. Ogilvie, of Montreal fur purchasing agency, spent the summer at St. Augustine post and has now returned to Montreal.

One of the worst gales ever experienced in the Gulf of St. Lawrence occurred recently in the vicinity of Seven Islands post. Local fishermen lost many boats, as well as sheds on the shore front. One house located close to the beach was entirely swept away. Two cribs, acting as breakwaters, each thirty-two feet square and filled with rocks, were moved about half a mile. The whole sea front was eroded from fifteen to twenty feet back, and a parcel of land belonging to the Company was swept into the sea. A motor schooner heading for Seven Islands, the *St. Roi David*, was totally wrecked and all hands lost.

J. C. Donald, of the Montreal fur purchasing agency, has been transferred to Pointe Bleue post as fur buyer.

The following apprentices have been placed within the northern section of the district: N. Adams, Lake Harbour; B. D. Campbell, Wolstenholme post; E. Crompton, Fort Chimo; T. Harwood, Dundas Harbour; F. R. Hynes, Fort McKenzie; and L. A. Hodgson, Port Harrison. We wish them success.

The following staff changes have taken place: W. Davidson, of Sugluk West, has been transferred to Port Burwell, where he is assisted by J. T. D. Ford. W. Calder, assistant at Payne Bay, has taken charge of Sugluk West. A. Bromfield has been transferred from Cape Dorset to Stupart's Bay, where he is acting as interpreter. C. L. Reid has relieved A. T. Swaffield at Cape Smith, with J. Staig as assistant. A. T. Swaffield is at present in Montreal on leave of absence. G. G. D. Stephen has taken charge of Povungnetuk, relieving D. W. C. Stewart, who is at present in Scotland. O. M. Demment has relieved C. Russell at Cape Dorset with J. D. Mackenzie, as assistant. J. Bell relieved J. C. McGibbon at Lake Harbour.

P. H. Crompton relieved E. B. Maurice at Frobisher Bay. Mr. Maurice returned to Pangnirtung, from which post he had travelled in the winter to take temporary charge of Frobisher Bay. S. C. Knapp has taken charge of Clyde. H. T. Ford is now assistant at Pond's Inlet. S. Mackenzie returned to duties at Fort McKenzie.

This summer a new post was established at Dundas Harbour, Devon Island, the youngest and most northerly trading post belonging to the Company. C. Russell, of Cape Dorset, has charge of the venture.

The natives for the new post were transferred from Cape Dorset, Pangnirtung and Pond's Inlet.

Members of the staff at Pond's Inlet and Clyde reported earth tremors during the spring which seemed to centre in Baffin Bay.

Visitors to Montreal during the past quarter included the following: Fur Trade Commissioner; H. P. Warne; S. H. Parsons; H. M. S. Cotter; D. Mackay, Canadian Committee office; W. M. Ritchie; Capt. I. Barbour and Engineer S. Bradbury of the *Fort Amadjuak;* Capt. Robertson of the Schooner *Pius XI;* Capt. Fournier, Quebec City; A. Harkes, Nelson River district; A. H. Russell, Mackenzie-Athabasca district; Jas. Glass, Superior-Huron district; Geo. Dunn and T. W. Babbage, James Bay district; F. B. Milne, Western Arctic district; Rev. P. Callis; Mr. and Mrs. Madill; C. Picaude; H. Conn, Grand Lake outpost; Geo. Peach, Winnipeg; Miss Blake, International Grenfell Association, Rigolet; P. Maloney and A. H. Dodman.

Labrador District

During the past summer the Right Honorable Ramsay MacDonald was a visitor to Newfoundland. During August he visited the Labrador in H.M.S. *Scarborough*, calling at Cartwright and Hopedale. At the latter place he went on shore and visited the post and commented on the cleanliness and tidiness of the place.

Cartwright, Rigolet and North West River also had as visitors this past season Sir John Hope Simpson and Hon. Thomas Lodge, commissioners of government.

Other visitors to some of our Labrador posts during the past summer included Captain Bob Bartlett in the *Morrissey*, Commander MacMillan in the *Boudouin* and Commander Graham in his eight-ton yawl *Emmanuel*, in which he made the Atlantic crossing alone. Commander Graham is now en route to Bermuda, having sailed from St. John's on November 2.

Labrador now has its police patrol, the personnel of which is made up from the Newfoundland constabulary. It consists of six constables and a sergeant. They are located at Hebron, Nain, Hopedale and Cartwright. In future all customs work will be looked after by the officer in charge at Cartwright.

Mr. M. Murphy, J.P., who spent something like twenty years at Cartwright as customs officer and magistrate, has now retired from active service; although we understand that the department of customs will likely avail themselves of his long experience by retaining him in an advisory capacity next season. On his departure from Cartwright this fall the residents presented him with an address and gift as an appreciation of the friendship that has existed during all the years of his stay among them and of his services to the community.

The district manager arrived at St. John's on September 9 from his inspection tour of the Labrador posts.

Messrs. Duncan and McKenzie, of Revillion Freres, arrived by the *Fort Garry* from Ungava Bay en route to their homes in the Old Country.

A. M. Fridge returned from furlough and took passage for Cartwright in October.

S. E. Dawe has been promoted to the charge of Hebron post, replacing D. W. Massie, who is at St. John's on furlough.

Dr. Mosdell, of the department of public welfare, was a visitor during the past month.

Captain Snelgrove and Wireless Operator Wilson called at district office on their return from the Western Arctic. It will be recalled that Captain Snelgrove was in charge of the M.S. *Fort James* on her voyage from St. John's to the Western Arctic.

The *Fort Garry* is now on her way south from her final voyage for the season, having left Hopedale on November 4. She has a full load of codfish and other returns taken from the posts north of Hopedale.

The *Lillian M. Richards* (Capt. Abe Parsons) is now en route from Blanc Sablon with a cargo of dried codfish from that post and Mutton Bay.

Job Brothers & Company Limited

The S.S. *Blue Peter* did not go across to England after finishing the collection of salmon at Cartwright this season, but returned direct to Conception Harbour, where she remained for two months freezing blueberries for the U.S.A. market. The steamer returned to St. John's in October, and will remain here until the middle of November, when whe will leave for the west coast to freeze herring for the Canadian and U.S.A. markets. In conjunction with this she will freight about 20,000 boxes of frozen blueberries to New York.

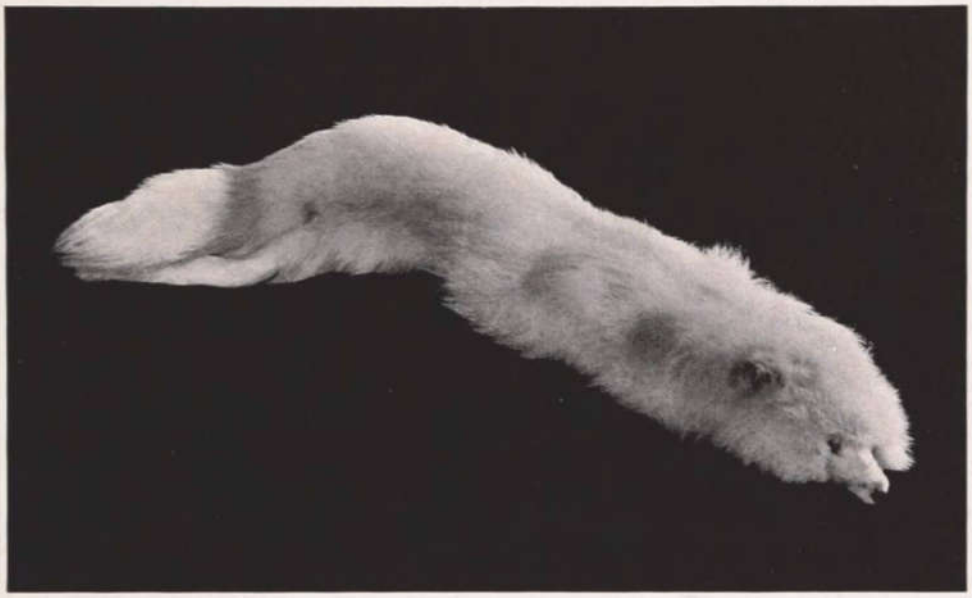
An interesting incident in October was the arrival at St. John's from Hopedale of thirty-five Eskimo dogs by the S.S. *Kyle*. These dogs were kept in a nearby fox farm for a fortnight before being sent across by Furness-Withy steamer to Liverpool. The huskies were purchased by Job Brothers & Company Limited from the Hudson's Bay Company post at Hopedale on behalf of the British Graham Land Expedition. They arrived in good condition at Liverpool, where they were trans-shipped for Montevideo en route to the Antarctic.

Job Brothers' northside and southside premises were the scene of great activity during October and November, when many of the Labrador schooners outfitted by the company arrived with their codfish cargoes. The *Cape Pine* arrived with 2,530 quintals of the company's codfish from Blanc Sablon, and the auxiliary salmon collector *Marie Yvonne* discharged codfish from the Hudson's Bay Company Labrador posts at the company's Bay Roberts store. Codfish prices to date show an all round improvement over last year.

Among the many visitors to this office during the past three months were Mr. George Hawes, of Hawes & Company Limited, London, and Sir Newton Moore, of the Dominion Steel & Coal Corporation Limited, Halifax, N.S.

The Beaver is printed by Saults & Pollard Limited, Winnipeg, Canada, specializing in the production of the better class of periodicals, brochures and art printing.

"My furs - - - - - - - - "



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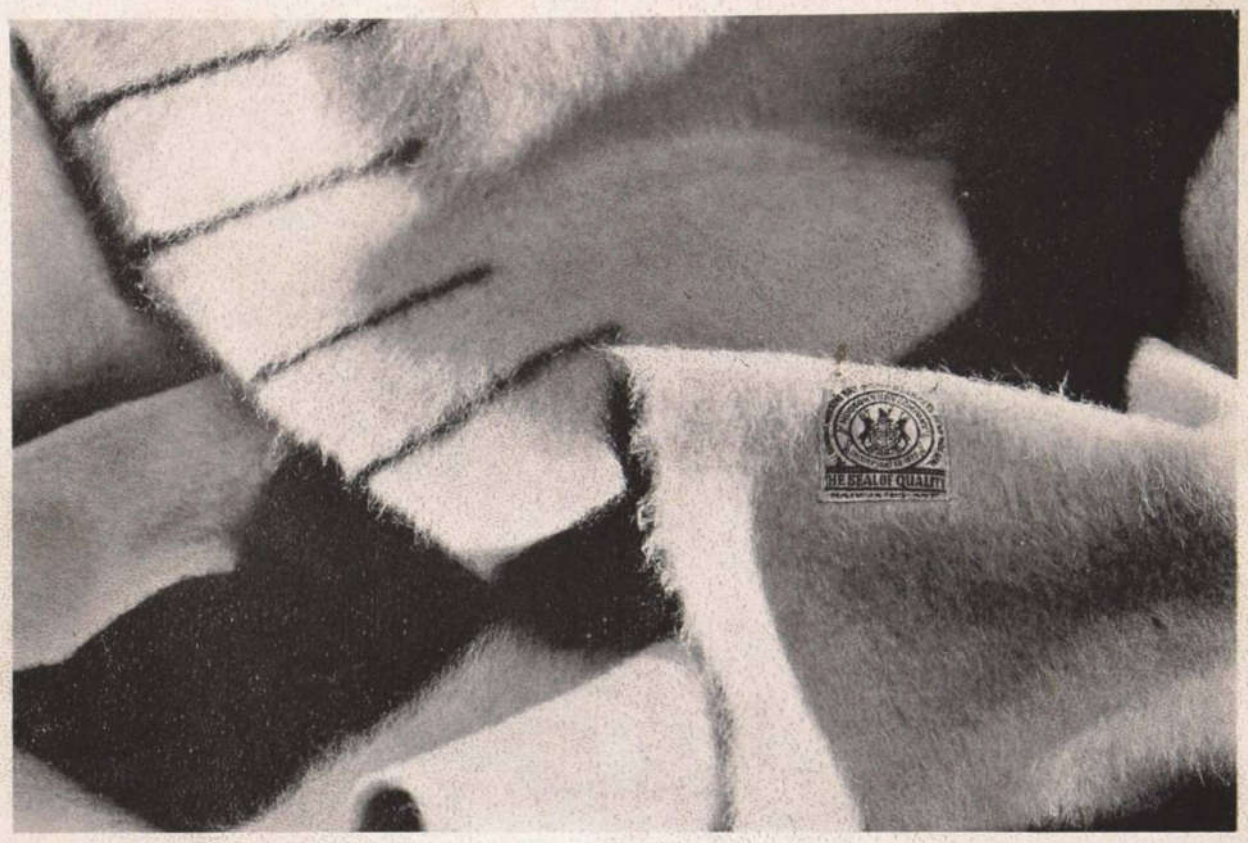

The Points are the old trading marks. Above is a 4-Point Blanket 72x90 inches, 12 pounds per pair. There are also 3½-Point 63x81 inches, 10 pounds per pair, in standard colours and pastel shades.

For generations Hudson's Bay Point Blankets have been standard equipment for fur traders, prospectors, expeditions to the Poles and the Himalayas. To-day they are standard equipment in hunting and ski lodges and in pastel shades they are used in Canadian homes where quality is appreciated.

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